



Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom

THE BEST THING
IN SIGHT
IS
CROOKES' GLASSES.
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,266

號六十六百二第萬二第

日四廿月四年亥癸

HONGKONG, FRIDAY, JUNE 8th, 1923. 五拜禮

號八月六年二十國民華中

PRICE, \$3 PER MONTH

INTIMATION

A NEW SPECIALITY
BASS LIGHT
SPARKLING ALE
PURPLE TRIANGLE.

Specially brewed for hot
climates, lighter than the
well-known Red Triangle.

CALDBECK,
MACGREGOR
& CO., LTD.,

15, QUEEN'S ROAD, CENTRAL.

TELEPHONE: CENTRAL No. 75.

SPORTING.

SPORTING GUNS BY W. W. GREENER
and Other Makers—British, French and
American—also SPORTING CARTRIDGES
of all descriptions.

Sportsmen are cordially invited to inspect
Samples of GUNS by WEBLEY and SCOTT
now on view at our Store.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
5-6, BEACONSFIELD ARCADE.

PEAK TRAMWAYS CO. LIMITED.

TIME-TABLE

WEEK DAYS.			
7.00 a.m.	7.10 a.m.		
7.30 " "	7.40 " "	every 15 minutes	Stop
8.00 " "	8.10 " "	" 10 "	Stop
	8.30 " "		Non Stop
	8.37 " "		Stopping
	8.47 " "		Non Stop
	8.54 " "		Stopping
	9.04 " "		Non Stop
	9.11 " "		Stopping
	9.20 " "		Stopping
9.30 a.m.	10.00 " "	every 10 minutes	Stop
11.30 " "	12.00 p.m.	" 15 "	Stop
	12.40 " "		Non Stop
	12.47 " "		Stopping
	12.57 " "		Non Stop
	1.04 " "		Stopping
	1.13 " "		Non Stop
	1.30 " "		Stopping
1.30 p.m.	1.40 " "	every 10 minutes	Stop
4.00 " "	4.30 " "	" 15 "	Stop
4.30 " "	4.50 " "	" 10 "	Stop
	6.40 " "		Non Stop
	6.47 " "		Stopping
	6.57 " "		Non Stop
	7.04 " "		Stopping
	7.13 " "		Non Stop
	7.20 " "		Stopping
	7.37 " "		Non Stop
	7.47 " "		Stopping
	7.54 " "		Non Stop
	8.03 " "		Stopping
	8.18 " "		Non Stop

IMITATED BY MANY.



PERFECTION SCOTCH
EQUALLED BY NONE.

SOLE AGENTS

GANDE, PRICE & CO., LTD.

WINE MERCHANTS.

No. 8, QUEEN'S ROAD CENTRAL,

Tel. Central No. 135.

HONGKONG.

DAIRY FARM NEWS

Mother's it's up to you
if you want strong healthy children
GIVE THEM MILK
—a vital food for health

LOTOL AND ITS USES

Lotol Means Sudden Death

Cockroaches, Fleas, Bugs, Ants, Silverfish and Mosquitoes.

LOTOL is guaranteed to destroy and exterminate every kind of insect pest.

NO PLAGUE

Where LOTOL is, there can be NO PLAGUE nor any kind of INFECTIOUS DISEASE.

LOTOL IS MADE IN AUSTRALIA.

THE GENERAL COMMERCIAL CO., LTD.,

10, Des Vaux Road Central.

Sole Agents for Hongkong and China.

Phone 3255

W. P. SIMPSON

(LATE OF DISSBROS.)

TAILOR & BREECHES MAKER

has opened Business at

ASTOR HOUSE BUILDING.

Queen's Road Central.

2nd Floor.



PRESCRIPTIONS

When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here and the result will be satisfactory.

THE PHARMACY.

THE RED BUILDING (OPPOSITE ICE HOUSE ST.)

THE FIGHTING IN THE PHILIPPINES.

31 MOROS KILLED.

FANATICAL LEADER DIES WITH HIS MEN.

The following from the Manila Times of June 2nd amplifies the brief cable messages on the subject:

Achana, the latest self-styled prophet of Allah, and 32 of his fanatic followers, were killed in a fight with Constabulary soldiers on the island of Patu, considered the worst hotbed of uprisings and insurrections among the Moros, according to reports received to-day by Governor-General Wood. Authentic and final reports of casualties of the encounter are expected this afternoon.

Thirty followers of Achana were killed on May 19th when his chief lieutenant, Matala, attacked the Constabulary camp under the command of Lieutenants Angeles and Lascala. The fanatics were about 100 and were held at bay by the two lieutenants and 45 men. The prophet's followers fled to the fastnesses of the hills of Patu Island.

Achana, reports say, is one of those abroad, designing Moros who have caused much trouble in Sulu. He is a man of more than ordinary intelligence and was for a long time a trader in Sulu and the Visayas. The trading business stopped and he sought an easier way of making a living.

SEES VISION OF PROPHECY.

Achana returned to his native island of Patu and there claimed he had a vision in which Mohammed, the Prophet, appeared before him, emerging from behind a cloud, and appointed him a prophet of Allah. Mohammed told him, Achana claims, that it was the divine wish and mandate of Allah that he should drive all Americans and Christians, Filipinos into the sea and establish in the Sulu archipelago a government responsible only to heaven.

A clipping of the *Manila Herald* of Saturday, May 26th, describing the advent of Achana on the island of Patu follows:

ACHANA BUILDS COTTA.

"In order to carry out his divine mission, Achana, with a few followers, built a cotta on a high hill on the island. In the middle of this cotta he erected a tower from the top of which he held daily communion with Allah. He reported to his constantly growing following that it was the wish of the Great Jehovah that the Moros resist the government in every way; refuse to buy edulcor, refuse to send their children to school, refuse to obey any law or religion instituted by the Christians, and, when they were numerous enough, to rise and drive the Christians out. Governor Moore soon learned of the movement and for some time has been endeavouring to put an end to it without bloodshed. But the pretensions of Achana seem to have struck a popular note with the had and fanatical element of Sulu and recruits have been gradually trickling in until the force on the hill now numbers between 400 and 500. Achana told his followers that he had been given charms ('anting-antings') which, when mixed with the proper solution of water and dove in large caldrons and drunk by warriors, made them immune to hunger and thirst, caused their spears and barbed to be invincible, caused the bullets of the enemy to turn into water and fall to the ground like raindrops. He also had a charm all his own which enabled him to bring down airplanes crashing to the ground."

"For some weeks past Lieut. Angeles, with a force of forty-eight soldiers, has been camped about two miles from the stronghold and has been endeavouring to persuade the poor misguided people to submit to the authorities. A few days ago Angeles sent Achana word that he would meet him on neutral ground, unarmed, and talk the matter over. Achana agreed, but sent several of his leading men to the party and did not appear himself. Angeles went to the appointed place, only a short distance from the cotta, unarmed and with only an orderly. Angeles knows the Moro character and temperament well and speaks the Sulu language, but all his powers of persuasion failed to move the fanatics. It was only because of his steady nerve and bold front that he succeeded in getting back to camp alive."

MOROS DECIDE TO ATTACK.

"Last Saturday Achana, believing that his force was strong enough to wipe out Angeles and his few soldiers, decided to make an attack. Over four hundred strong the fanatics left their cotta and on the way to the Constabulary camp in order to work themselves up to the proper fighting pitch, murdered several friendly Moros and burned a number of houses."

"Lieut. Angeles had ample notice of the approach of the fanatics, but his information was that the Moros had been split into two columns and would attack from two directions. It later developed that they had divided into four columns and the attack was made from all directions."

"The soldiers were quartered in an old school building and all were on the alert. Early in the afternoon the two first columns appeared sneaking through the coconut trees with a number of women and children leading the way. It is a well-known trait of the Sulu fighting men when advancing to an attack to send women and children ahead (knowing civilized men's reluctance to shooting them down) in order to get as close as possible before making their rush."

"Angeles called out to the women to get out of the way, but they came on. Angeles then gave the order to fire a volley over the heads of the advancing columns. Fifty Springfield rang out and the noise was too much for them. Women and children were turned and fled in utter rout. Not one of them was hit."

(Continued at foot of next column.)

AHEAD OF THE MAIL.

FROM INDIAN PAPERS.]

LONDON LOTTERY CASE.

London, May 16th.
The appeal, at the London Sessions, of Mr. Joseph Weiners, of Messrs. Joseph Weiners, limited, who was fined 30 guineas on the 6th March for promoting a lottery has been allowed. The chairman, Mr. Lawrie, stopped the evidence and quashed the two convictions. He said that he would give full reasons later.

(The proceedings in connection with the prosecution for an alleged lottery were commenced at Bow Street on the 22nd January, when the lithographers, Messrs. Joseph Weiners, Ltd., were summoned in connection with a poster ballot competition in which a prize of £2,000 was offered, and for which tickets at 2s. 6d. each had been sold largely. The Bow Street Magistrate decided that the poster competition was a lottery and fined the promoter, Mr. Joseph Weiners, 30 guineas.)

SILVER SHIPMENTS.

London, May 16th.
Messrs. Montagu's silver market report says that prices were inclined to drop until Saturday, when fresh buying set in for immediate shipment to Bombay, consignments by the United States Mint announced, however, was not sustained on a rising quotation and prices receded assisted by some China sales. India also sold silver forward. About 12,000,000 ozs. still have to be purchased under the terms of the Act and about 26,000,000 ozs. of the total required have not yet been delivered. The Director of the United States Mint announced in March that silver purchased by him could be delivered as late as the 1st October, 1924, but Messrs. Montagu hear privately that delivery might extend to a later date if the sellers desire.

India imported 1,917,000 ozs. of gold out of the 2,500,000 ozs. exported from the United Kingdom in April.

SCOTTISH BANK SUSPENDS PAYMENT.

London, May 16th.
Some concern is felt in Glasgow, owing to the Mercantile Bank of Scotland, whose headquarters are in that city suspending payment. The bank is a small one with nine branches in different parts of Scotland. The issued capital of the bank is only £100,000, of which £75,000 is paid up. The bank was established in 1859. It has not paid any dividend to shareholders since 1914.

BAGHDAD RAILWAY SHARES.

London, May 16th.
The Constantinople correspondent of the *Daily Mail* states that the Turkish Press reports that the majority of the Baghdad Railway have been bought by an Anglo-Swiss group headed by Baron de Rothschild. The group will immediately take over the exploitation of the railway. The Allies and the Turkish Government will discuss methods of re-purchasing the Austro-German shares. The City Editor of *The Times* understands that one of the five big English banks concerned in the deal is purchasing interests at 90 per cent. The English confirmation of the deal awaits the completion of the Peace Treaty with Turkey.

Reuter cables from Constantinople that the newspapers state that the Anglo-Swiss group, in which the Rothschilds are interested, have secured the German and Austrian shares in the Baghdad Railway, which constitute the majority. M. Huguenin, formerly director-general of the Anglo-Swiss Group, has recently had frequent interviews with leading representatives in regard to taking over the management of the line.

It is learnt in London that the foregoing cable probably relates to an agreement signed by a British financial group and a Swiss bank for the purpose of acquiring control over the Anatolian railway and affiliated companies. The British interests concerned have offered the French and Italian groups participation in the deal.

BULLETS WON'T TURN TO WATER.

"In the meantime the other two columns had reached the building and the fanatics were jabbing their spears through the windows and trying to gain an entrance before the defending soldiers were aware of their presence. Angeles immediately ordered the soldiers to shoot to kill, but to pick out the men, Moros began to drop like tenpins. They soon found out that the bullets did not turn to water. The fight only lasted a few minutes. The second bunch also took to flight leaving thirty dead, among them several of the leaders. Quite a large number were wounded, among them one woman who received a slight wound, fortunately, the only woman hit."

Colonel Ole Waloe, district chief of Constabulary, who went down to Sulu soon after the fight, returned last Wednesday. Previous to his arrival at Pata Governor Moore and Major Stevens, the provincial commander, had visited the island and had issued a proclamation giving all Patu Moros who have been defiant until the evening of Monday, May 28th, to present themselves in person at the Constabulary camp, surrender all arms, buy edulcor, take an oath on the Koran to become law-abiding citizens and until further orders to live in certain designated places on that island. Excluded from this amnesty are nine of the leaders, including Achana, and all of those who took an active part in the killing of friendly Moros and the burning of their homes last Saturday afternoon."

"On May 26th a vigorous campaign will start against those fanatics excluded from the amnesty proclamation, and all others still defying the government. The present situation is believed to be safe. The same officers and men who repulsed the attack are on the job and a large force is available for the campaign if required. Launches are constantly patrolling Pata island gathering up villages and preventing communication with other islands."

P.&O. BANKING CORPORATION LIMITED.

(Incorporated in England 1920, with which is affiliated)

THE ALLAHABAD BANK, LTD., INDIA.

AUTHORIZED CAPITAL ... £3,000,000
SUBSCRIBED AND PAID UP ... £2,594,180
RESERVE FUND ... £30,000

HEAD OFFICE

122, Leadenhall Street, London, E.C. 3.

WEST LONDON BRANCH

14-16, Cockspur Street, London, S.W. 1.

EASTERN BRANCHES:

Romney, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition its Branches has Agencies in all the principal cities of the world.

G. CHAMPKIN, Manager.
22, Des Vaux Road Central, Hongkong.

THE INDUSTRIAL BANK AND COMMERCE LTD.

HEAD OFFICE: York Building, Chater Road, Hongkong.

BRANCHES: Shanghai—51, Kiangse Road.

Hankow—British Concession.

CORRESPONDENTS IN: London, New York, Chicago, San Francisco, Vancouver, B.C., Montreal, Singapore, Penang, Tientsin, Swat, w. Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.

Attractive rates for all kinds of Deposits. Inquiries are welcome. T. H. MAL, Manager.

1968

"SMOKERS' CIRCLES"

Get them at the

HONGKONG CIGAR STORE, LTD.

and enjoy a clean comforting smoke.

1968

When in doubt about your eyes

or your glasses

Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL.

Hongkong.

NOW ON SALE.

THE DIRECTORY AND CHRONICLE

CHINA, JAPAN, BRITISH MALAYA, INDO-CHINA, SIAM, PHILIPPINES, NETHERLANDS INDIA, ETC.

1923

SIXTY-FIRST YEAR OF PUBLICATION.

IS NOW BEING ISSUED AND CONTAINS

ALPHABETICAL LIST OF FOREIGN BUSINESSES, THEIR PERSONNEL AND AGENCIES.
CLASSIFIED BUSINESS DIRECTORY OF THE CHIEF TRADE CENTRES
ALPHABETICAL LIST OF FOREIGN RESIDENTS IN THE FAR EAST
GOVERNMENT AND OFFICIAL DEPARTMENTS.
15 UP-TO-DATE COLOURED MAPS OF THE PRINCIPAL PORTS IN THE FAR EAST.
DESCRIPTIVE AND STATISTICAL ACCOUNTS OF THE VARIOUS COUNTRIES AND TRADE-CENTRES OF THE FAR EAST.
TREATIES, TARIFFS, STAMP DUTIES, BROKERAGE CHARGES, POSTAL GUIDE, ETC.
BRITISH, AMERICAN AND JAPANESE NAVIES.

1,800 Pages

1,800 Pages

Complete Edition ... \$12 local currency
Abridged Edition ... \$8

AN "EXTREMELY USEFUL" BOOK.

Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

The Managing-Director,
HONGKONG DAILY PRESS, LTD.,
HONGKONG.



THE AMERICAN RECORD OF QUALITY.

O.K. NEWS FOR MUSIC LOVERS.

4520	SOME WINTER'S NIGHT	For Trot.	Markel's Orchestra.
	WHO CARES?	do.	do.
4563	FLOWER OF ARABY	do.	Rega Dance Orchestra.
	JOURNEY'S END	do.	do.
4771	JUST LIKE A DOLL	do.	The Red Caps.
	RUNNING WILD	do.	do.
4772	DOWN IN MARYLAND	do.	Vincent Lopez & His Hotel
	THAT BARKIN' DOG	do.	do.
4777	AT THE WEEPING WIDOWS' BALL	do.	Markel's Orchestra.
	HAWAIIAN NIGHTINGALE	do.	do.
4780	ECHOES OF THE DANCE	Waltz.	Rega Dance Orchestra.
	BURNING SANDS	For Trot.	Vincent Lopez & His Hotel
4783	AGGRAVATING PAPA	do.	do.
	FATE	do.	Vincent Lopez & His Hotel
4784	THE NAT' HEZ & THE ROBERT E. LEE	do.	do.

OKEH STUDIO.

Des Vœux Road Central (Corner of Ice House Street).

TEL. NO. CENTRAL 4453.

THE SEASON'S SMARTEST
SILK JUMPERS

DESIGNS TO SUIT ALL TASTES.

PRICES FROM \$12.50 TO \$21.00 EACH.

JUST OPENED UP

FINE SILK HOSE

FROM \$2.00 TO \$3.25 PER PAIR.

THE SINCERE CO., LTD.

Just Received:-

MANILA HATS for LADIES.

Popular Designs and Various Colours

at

ATTRACTIVE PRICES

Early Inspection Solicited.

SWATOW DRAWN WORK CO.

16, Des Vœux Road Central, Hongkong.

P. O. Box 445.

Telephone No. 2860.

AILSA CRAIG

MARINE MOTORS

A first-class British-made Motor at a reasonable price.

1 Cylinder to 6 Cylinders

4 B.H.P. to 50 B.H.P.

Prices and particulars from

SOLE AGENTS:

DODWELL & CO., LTD.

Telephone C. 1030.

Machinery Dept.

BRITISH NAVY ESTIMATES.

BIG REDUCTIONS.

THE SINGAPORE BASE.

The following extended report of the recent discussion in Committee of Supply on the Navy Estimates will doubtless be read with much interest in the Far East because of the references made to the proposed Naval Base at Singapore.

On a vote of £2,832,880 for works, buildings, maintenance, and repairs at home and abroad.

Commander FREDERICK MOSS (Financial Secretary to the Admiralty) drew attention to the large and consistent reductions that had been made in the vote since the war. Debiting £1,700,234 for works services approved in past years and for certain war-time liabilities, and adding appropriations in aid, £75,000, the actual effective expenditure in this year's vote was £2,537,612, or a reduction on last year of £371,257. Comparing it with the last vote before the war—£3,000,000—it was only up by 10 per cent., although the cost of works and buildings and almost every expenditure under the vote was 90 per cent. higher. The up-bringing and the well-being of the Navy depended upon that vote. As we now maintained only a one-power standard and our fleet, as far as capital ships at all events were concerned, was limited, it was of vital importance that we should do everything in our power to make that fleet as efficient and as mobile as possible.

With regard to the welfare of the men of the lower deck, they had managed to include a fairly large number of welfare items. He hoped that when the financial position was better the House would not grudge money in order further to smooth the lives of those men who were often very uncomfortable and who, in his opinion, were the most uncomplaining and understanding of any body of men.

As to the Armament Supply Depots, the new weapons which the experience of the war had forced us to adopt were a great deal more complicated, and required a great deal more supervision than formerly. They now had a much larger number of mines, which the Admiralty hoped would be sufficient if, unfortunately, war should ever come again. They had the paravane, for which they were indebted to the genius of the hon. and gallant member for Exeter (Commander Barne), and they had bombs of all sorts. All these weapons were filled with much more powerful explosive than the Navy used in the old days. The advent of aircraft had made it absolutely imperative to strengthen the depots and make them as impervious as possible to attack from the air.

In regard to mobility, the largest item of expenditure, £914,000, was for oil fuel, tanks, and the storage of oil fuel. What was now asked for was the irreducible minimum consistent with safety. This year they were asking permission to add to the number of these tanks at Glasgow, Malta, Aden, Ceylon, Rangoon, and Singapore.

REAL FUNCTION OF THE NAVY.

Following the gradual concentration of our fleet in the North Sea, before the war, a great many people believed that the true function of the British Navy was to guard our shores. He could not too strongly denounce that idea. That had never been the function of our Navy. Nearly every vital engagement which had fought had taken place at some considerable distance from these shores. The real function of the British Navy was to keep open the great sea routes for the safe passage of our trade and for the defence of our scattered Empire. To do that we must be in a position to move our ships rapidly to any part of the world. Until the eastern route was really the Admiralty could not guarantee the safety of our Dominions or adequately protect British interests in the East. It was asked, "Whom are you going to fight?" He replied, without any hesitation, "No one." What was being asked was for purely defensive and not offensive purposes, and if proof of that was needed it was afforded by the leisurely way in which they were going to work in building up that route. It was an insurance, and a small one, for the integrity of our Empire.

BASE AT SINGAPORE.

They were asking for a sum to enable them to develop Singapore so that it could cater for the modern capital ship. Singapore had been defended since 1824, and all they asked was that it should be brought up-to-date. This work was planned before the war, and had been approved by the then Cabinet and by the Dominion Conference of 1921. The Washington Conference had made this work increasingly necessary, as we were precluded from further developing Hongkong. We had not a single dock in the Far East on English territory capable of taking a modern capital ship. The cost of the work had been estimated at £10,000,000, but it had been found possible to reduce this to £5,000,000. The sum would be spread over a very considerable period, probably ten years.

Mr. LAMBART (Ind. L., South Molton) said he was not aware that it was proposed to spend a large sum on Singapore, though before the war he was the Admiralty. Perhaps his memory was defective, but he was informed by Mr. Asquith that no such scheme received the approval of the Cabinet. Had the League of Nations been consulted in regard to this new naval base? To undertake the work without consulting the League was to flout the League. It was madness to spend £10,000,000 on Singapore and leave London unguarded against aerial attack. He moved a resolution in the vote of £100 because the League of Nations had been flouted, because it was wrong-headed strategy, because the new base would be a hostage to any possible enemy, and because it was a diversion of defence from the heart of the Empire to an outpost 7,000 miles away.

Vincent Curzon (C., Battersea, S.) said the Admiralty were doing the only possible thing in providing a base at the gateway to the Far East.

MR. ASQUITH'S APPREHENSION.

Mr. ASQUITH regarded this proposal with very grave apprehension, both on strategic and financial grounds. For nearly ten years he presided over the Committee of Imperial Defence, and no such ambitious scheme ever found favour then. Quite apart from the expenditure to be incurred in constructing this new naval base at Singapore, what would be the nature of the garrison to be placed there? What strategic advice had the Admiralty obtained? He was certain that a proposal of this kind, if put before Lord Fisher, Sir Arthur Wilson, for any of the great strategists and naval architects

that he had known, would have been rejected by them. It was a mistake to suppose that the function of the Fleet was limited or conditioned in any way by its base for the time being. The object of the Fleet was to obtain and retain the command of the seas. That was what we did during the war. When the history of the war came to be written—written with a true sense of perspective—"Hear, hear, and laughter"—it would be found that the ultimate success of the Allies was due to the possession and retention of the command of the seas. (Cheers.) What ultimately broke down the Central Powers was the fact that after the first two or three months of the war—at any rate after the end of the Emden's meteoric career—the British Fleet commanded the seas in every part of the world. It did not depend on bases. What was wanted was power of complete mobility, wisely and well directed, with the strategic presence and tactical skill which in his judgment won the war.

He did not, therefore, attach any commanding importance to the establishment of a naval base. This particular one was open to serious objections from a strategic point of view. It was at an enormous distance from what was, after all, the ultimate source of supply and reinforcement in the home country. He did not say its establishment was a breach of the conditions of the Treaty of Washington, but the Treaty had a very direct bearing, because its intention was to restrict, except in an obvious, urgent, and indisputable case of necessity, the construction and creation of new fortified places in the Pacific and that part of the world. The proposal ought to be looked at with special regard to the moral or ethical side of the situation.

But why should this base be established at Singapore? If it was said, "We are not aiming at anybody," the sole justification for establishing the base must be that it would put us in a better position—not for aggression or annexation—to protect our sea-borne trade in that part of the world, and to defend Australia and New Zealand against possible attack. If that were so he thought the proposal might very well have been deferred, at any rate until the Imperial Conference, when the Dominions could have been consulted. There was no urgency. We should not, under this scheme, have the proposal base for at least ten years. If there was urgent necessity for the construction of these docks, why proceed at this dictatorial and leisurely fashion? One hon. member had estimated the cost at £20,000,000, spread over ten years. For what? To give our homeless colossuses who were wandering about the high seas places where they could be docked and repaired. But what about the colossuses themselves?

An Hon. MEMBER: Colossi. (Laughter.)

Mr. ASQUITH said he feared he had forgotten his Latin. Did any hon. member really believe that ten years hence these ships of anything like this would be the dominant factor in naval warfare, in view of the enormous and revolutionary changes which had taken place? The proposal was a speculation, and even a gamble which rested upon a very slender foundation of probability. Why could not the Admiralty continue to protect sea-borne trade as they had done hitherto? So long as we had a fleet as it had been, as he hoped it was, and as it ought to be, there was no need for any base of this kind in any of these outlying parts of the world.

Commander BELLARS (C., Maidstone) said the base was necessary to protect our shipping in the Far East, and because of the rise of Japan, which was no longer our ally.

FIRST LORDS REPLY.

MOBILITY OF THE NAVY.

Mr. ASQUITH (First Lord of the Admiralty) said all that was being done in regard to Singapore was perfectly straightforward and above-board. If the League of Nations had succeeded in the last few years it was due to the untiring support it had received from the Government of this country and the other Governments of the British Empire. This country had not only given its support in council but had followed the policy of the League. We had disarmed more completely than any other Great Power concerned in the late struggle. But surely the strength of the British Empire was an essential factor in the League of Nations. The success of the Washington Treaty was due to the fact that it aimed at perfectly clear, concise, and limited objectives. In the discussions at Washington it had been clearly understood that Singapore was outside the area of the self-denying ordinance. If we had been contemplating strained relations with Japan or any other country we should be proceeding in a much more stringent and urgent fashion. We could not rely upon an indefinite future of peace, and it was because we had so reduced our naval force that it was essential that that force should be freely organized.

He had been asked against whom the base was intended. It was not intended against Japan or any other Great Power, any more than Malta and Gibraltar were intended against France and Italy. It was an essential part of the equipment of a navy which must be very freely mobilised. Only by having a chain of oil stations could the Navy make free to work across the seas of the world.

There was no new strategy; on the contrary, it was the immemorial strategy upon which the Empire had been built. The future destiny of the British Empire might well be settled in the remotest region of the globe. It took four years for Germany to bleed to death. How many weeks would it take for us to be undone if the command of the outer seas were lost? (Hear, hear.) An hon. member had said that we had the command of all the seas. We had not. We would not be in a position for many years to come to put a battle fleet into the Pacific, or even as far as Singapore. In all these waters, which were of such immense consequence to us, we were absolutely helpless, and relied upon the goodwill of a friendly and lately allied Power. No self-respecting Power could afford to be dependent indefinitely upon another Power for its security, and, indeed, for its very existence. It was in order that the Navy might be able to fulfil its historic function of operating freely in any part of the world that the Board of Admiralty had come to the conclusion that it was essential steadily and surely to develop the base without which we

(Continued at "col of next column.")

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

Tel. Central 234.

2, Queen's Buildings.

SOLE AGENTS FOR

BELL'S UNITED ASBESTOS CO., LTD.

MANUFACTURERS OF

"Victor Metallic," "Dagger," "Quadruple" and "Reefer" Packings.

Bell's Asbestos Compositions.

"Salamander" Engine & Cylinder Oils.

"Salamanderite" Jointing.

YE OLDE PRINTERIE, LTD.

HAVE REMOVED TO

14 QUEEN'S ROAD CENTRAL

Telephone 3797.

V. C. LABRUM, Manager.

THE ROYAL ARTILLERY WAR
COMMEMORATION FUND.

We have received from Lieut.-Colonel W. Orpen Sanders, R.A., a copy of the Report of the Royal Artillery War Commemoration Fund for the year ended 31st December, 1932. The Fund deals with cases requiring assistance from every branch of the Regiment throughout the Empire. It was founded and subscribed to by both regular and temporary R.A. Officers at the end of the War of 1914-1918, and subscribers to the Fund in Hongkong will be interested to hear that good work is being done and that the funds are being spent to the best advantage. The benefits which the Fund continues to give have been made chiefly through existing service and charitable organisations.

Up to the end of December, 1932, the Fund received approximately £179,460 in the form of donations, etc., and further donations are not likely to be large in the future. The expenditure up to the same date has exceeded the income from dividends by about £10,150, and it is anticipated that from £1,000 to £2,000 will have to be withdrawn from capital during each of the next ten years. A sum of about £25,000 will also have to be withdrawn to pay for the Memorial.

A forecast indicates that, provided the existing policy and methods are continued, the balance credit of the Fund (which on December 31st, 1932, was £159,915) will by the end of 1933, have been reduced to about £28,000, by the end of 1940 to £20,000, and by the end of 1950 to between £20,000 and £40,000.

Naturally in making this forecast it has been assumed that the calls upon the Fund for Relief and Education will gradually diminish during the periods mentioned, but so also will the capital, and consequently the income from investments.

As the Fund has made, and is every month still making commitments, such as loans to members covered by insurance policies which may not be repaid for 20 years, it is considered very necessary to maintain at least £20,000 as capital, since the interest on this capital sum, less the amount still remaining out on loan, will be required to carry on the office, in addition to affording any relief that may still be thought desirable. During the past year over 8,000 unemployed gunners have been personally interviewed—1,000 more than in the previous year. Very nearly 38 per cent. have obtained employment—some permanently some temporarily—through the agency of the Headquarters Department, in comparison with 22 per cent. during the preceding year.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS.

June 7th, 1933.	
Hongkong and Shanghai Banks	1,100 ss.
Union Insurance	22 1/2 b.
Hongkong Fire Insurance	4 1/2 b.
"Star" Fisheries	4 1/2 b.
Hongkong Land	375 ss.
Hongkong Hotels	26 3/4 ss.
Ewo Cotton Mills	Ts. 14 1/2 b.
Shanghai Cottons	Ts. 100 b.
Oriental	Ts. 610 b.
Cement	94 1/2 ss.
Dairy Farms	25 ss.
Waterbats	17 1/2 b.
Watsons	18 1/2 ss.
Hongkong Electric	3 1/2 ss.
Hongkong Tramways	23 b.
Peak Tramways	1 1/2 ss.
Buyers: 1—sellers: 10—sellers.	

could not maintain the Navy in those waters. The Chief of the Staff (Earl Beatty) and the Sea Lords had never made a demand that they did not regard as imperative, and they had postponed many demands they regarded as urgent. It was no use waiting until there was another Imperial Conference; the question of principle had already been fully agreed upon between ourselves and the Dominions. Singapore Dockyard would be anything but obsolete in ten or fifteen years. Mr. Asquith had suggested that the battle ship would be obsolete when the dockyard ship was completed, but the point on which was completed, but the point on which the naval staff of all great Powers represented at Washington were unanimous was that the capital ship was now, and would remain as long as could be foreseen, the main strength and pivot of naval battles. If we had not got oil-fuel and repair bases overseas, then we should be helpless. Singapore would not require an enormous land force or air force to defend it.

On a division, the motion for the redemption was defeated by 253 votes to 91—Government majority 159.

The votes were carried by 271 to 51—Government majority 223.

BOWERN & CO.,
No. 8, MUSEUM ROAD,
SHANGHAI

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPROCKERS.
For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SALVAGE OPERATORS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS, FREIGHT BROKERS, METAL MERCHANTS, Machinery For Sale, New and Old in First-Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKERS (Members Shanghai Share-Brokers Association).

SOLE AGENTS FOR CHINA:—

GREEN'S PATENT ANCHORS, SAMUEL WARREN & Co., Ltd. (Sheffield), High-Class Steel Manufacturers (Tank Brand).

Catalogues and Price-Lists on application

(Enquiries Welcomed)

CABLE ADDRESS: BOWERN, Shanghai. CODES: Bentley's, Scott's, A.B.C. 5th Edition and Improved.

WONG SIU WOON

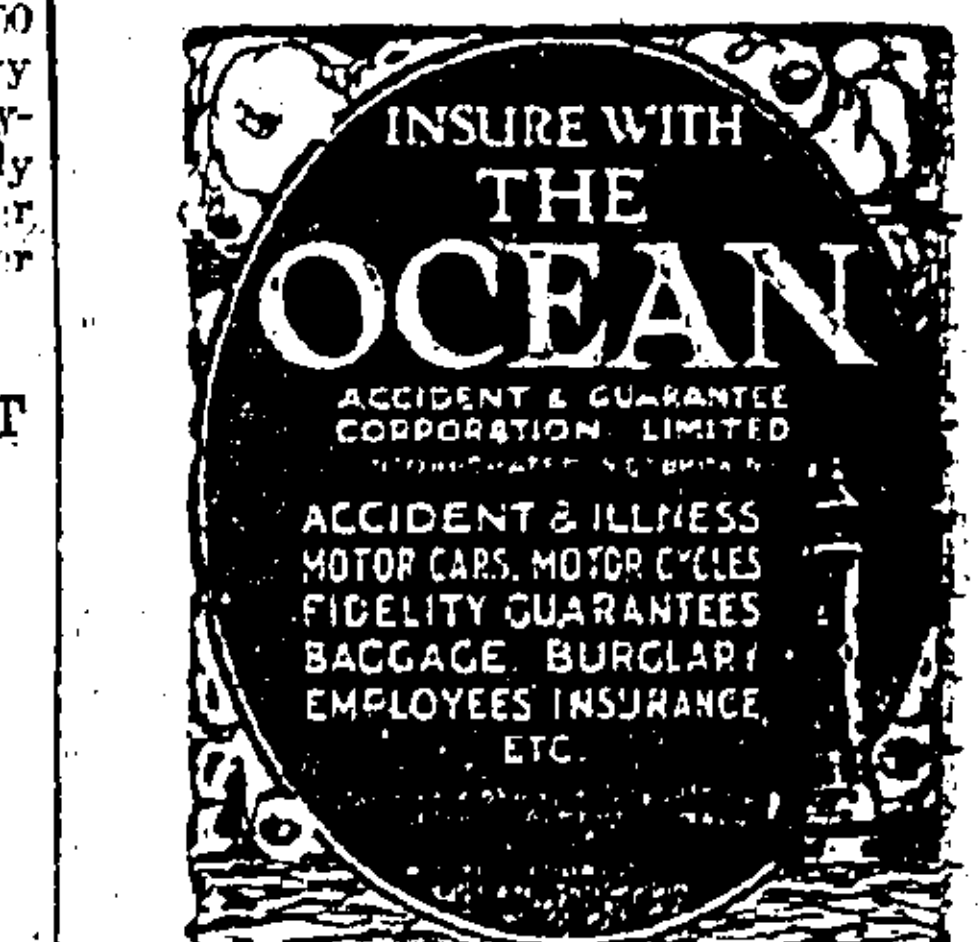


BOOTS, SHOES & SLIPPERS

For LADIES, GENTS & CHILDREN

BEST DESIGNS, PROMPT MODERATE

21, POTTINGER ST. PHONE 1474.



SHANGHAI OFFICE:-

64, PRING ROAD.

AGENTS for Hongkong and South China.

DODWELL & CO., LTD.

TELEPH. C. 1030. 2, QUEEN'S BLDG.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for

Boxes—XX, XL, XX.

BURGLAR ALARMS, 33 each. RAMSAY

& Co., 10, Beaconsfield Arcade. 159

TO LET—EUROPEAN FLATS in Lee

Building, Wanchai Gap Road. Apply

to 32, Kennedy Road. 156

FOR SALE—One PATENT FLOOR

SANDPAPER MACHINE, complete

with 2 H.P. Motor and Starter, Dynamo and

Engine complete. Apply to HONGKONG

ESTATE & FINANCE CO., LTD. 151

WANTED—One or Two Good CHINESE

ARCHITECTURAL DRAFTSMEN, complete

with 2 H.P. Motor and Starter, Dynamo and

Engine complete. Apply to HONGKONG

ESTATE & FINANCE CO., LTD. 151

JOHN I. THORNYCROFT
AND CO., LTD.
SHIPBUILDERS AND ENGINEERS
London, Southampton and Basinstoke

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.
TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS
MARINE AND STATIONARY OIL ENGINES 8 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.

WATER-TUBE BOILERS.

For Quotation, Apply—
ROBERT DOLLAR BUILDING, SHANGHAI.

Its sure to rain again!
BUY A
"MACNOVA"
NOW

Specially made for us to withstand the peculiarities of the climate.
Light in weight, very durable and guaranteed waterproof.

\$27.50 each.
A FEW SPOTTED "BURBERRY'S" AT \$55.00 each.

MACKINTOSH
& CO., LTD.
Men's Wear Specialists,
Alexandra Building, Des Voeux Road.

EVERYTHING ELECTRICAL
Including the World's Most Fascinating Hobby, Radio.

WIRELESS OUTFITS.
These may be had complete, or you can obtain the necessary parts and build your own outfit.

HONGKONG HOTEL CO., LTD.
ELECTRICAL DEPT. PEDDER ST.

NEW CRETONNES
Now being Displayed
AT
WHITEAWAY, LAIDLAW & CO., LTD.

We have just received direct from actual manufacturer a magnificent range of new designs in Cretonnes and shadow silks. This is without a doubt

The Finest Display of These Goods Ever Seen in Hongkong.

Prices Extremely Moderate.

We Cordially Invite Inspection.

Loose Cover Making A Speciality.

SHOWROOM FIRST FLOOR. ELECTRIC LIFT.

WHITEAWAY, LAIDLAW & CO., LTD.
20, Des Voeux Road Central. Next to Jardine's Corner.

THE STATE OF CHINA.

INTERESTING VIEWS BY M. WILDEN.

M. Wilden, the French Consul-General at Shanghai, who has lived for many years in China, was the speaker at a recent meeting of the Rotary Club.

There are some subjects which impress themselves on speakers. The present situation in China is now one of them, he said. I have been in this country fully 25 years; a little too long perhaps, for people like me are naturally inclined to criticize the present time at the expense of the past. Still it is not unreasonable to say that the situation in China, in this year of 1918, is worse than it has been since 1900.

I have spent most of my time in Western China: Szechuen and Yunnan, which are real paradises for the traveller. And I have spent many happy days on the roads of these far away places in the remotest corners of the world.

Well, as it is said that on the Tibetan border, or in Southern Kansu and Northern Szechuen amongst the aborigines, or in Western Yunnan where all the queerest races of the earth seem to have met, never did I encounter real unpleasantness. Robbers I have met, no doubt, many and many times, but I never knew they were robbers till I was told afterwards, for in those times robbers in China belonged to the old type who used to consider the foreigner as a guest, an uninvited and sometimes undesirable guest, but a guest all the same whose life and well-being had to be preserved.

THE CHANGING TIMES.

While in the Chinese Shan States which stretch between Burma, proper, Yunnan, and Western French Indo-China, we had to cross a vast stretch of the tropical forest. It took us four days to do it and apart from the large bands of monkeys which accompanied us, we met only four men on our way: two soldiers who were bringing a murderer to the next town, and a Cantonese pedlar who sold Pink Pills. We were told after that that country was infested with dangerous robbers.

These were the days when one's pistol was always forgotten in a box packed on the last mule of the caravan. These were the days when one's escort then asked why they left their guns behind unguarded? As long as we are going with you, we are not afraid.

Times have changed and I sometimes wonder if our foreigners have not our part of the responsibility. Proud as we are of our civilisation, have not we been too quick and too ready to impose it upon people who can quite rightly boast of their own? Were we quite sure that we could replace the ideals which we have helped to shatter?

In 1900, while I was in Cheungtu, I had the first inkling of what could be the changes. A young Chinese was brought up in my office. He was a student in the railway school for which there never has been a railway in Szechuen there has been a railway school in its capital for fifteen years or more. That young man started telling me about our revolution, the French Revolution. What he admired the most in it, was its bloody side. And he finally concluded the interview in asking me one good revolutionary from another to help him to get some dynamite through our consular mail. He wanted to blow up the vicar.

REVOLUTION FAILS.

The revolution in China has not been the rapid and radical transformation that some of its best people and some of China's friends, too, expected it to be. It has been dragging, in fact, to the present state of things, which may be said to be deplorable.

But as bad as it may be, we have still the best reasons to believe that it will turn out all right. For if there is a quality which is to be found in the Chinese character, it is common sense.

We must rely on the Chinese common sense and I am pretty certain that if the part of the Chinese population which enjoys it the most, that is the merchants and the peasants, put their shoulders to the wheel, the cart will soon be out of the ditch. But that cannot be done without the closest co-operation of all who are interested in the welfare of this wonderful country, co-operation between foreigners, between foreigners and Chinese, and among the Chinese themselves. And my earnest hope is that the Chinese people will accept willingly this co-operation. The times are passed when they, with some reason, could be afraid of it. No body wants now to conquer China, but everyone wants China to conquer itself.

PLATE GLASS WINDOW.

"Looking through my Toric lenses is like looking through a fine plate glass window," said an American lady, in the course of her remarks while in a tramcar the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Torics are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road, Central.—Advz.

THE DINOSAUR FOUND IN CHINA.

A NEARLY COMPLETE SKELETON UNEARTHED.

The *Chung Mei News* of Peking says:

Excavating at Erhlin some two hundred and seventy miles from Kalgan on the Urgan road, the Third Asiatic Expedition under the leadership of Mr. Roy Chapman Andrews, is now at work removing what appears to be a nearly complete dinosaur fossil. The location on which they are working is said to be an eddy of a river, into which these animals dropped and there is a protrusion of bones to attest the likelihood of the theory.

The pit itself is about twelve feet square and the bones are found at a depth of about three feet. The tail of the creature measures about ten feet and every bone was in its right place. The largest bone was about four inches in diameter while a so tapered down in size that the last one was no thicker than a lead pencil. The skill and experience required by Dr. Granger in their work may be realized when it is explained that this tail curled around in a circle, then dropped a foot and curled back over itself, while at the same time there were numerous other bones worked in between its different levels.

The party has been working for two weeks on the removal of this one specimen but it is thought that practically a complete skeleton will be the result. The ribs on the upper side are nearly all in place while on the under side some are missing and bones of a similar size and shape were found close by, showing that they must belong to the animal in question. A large fossil-like tail is broken off in sections so that it can be packed in wooden carrying cases.

RICH IN FOSSILS.

This one pit alone has given up about a thousand pounds of fossils and Dr. Granger states that they could spend the entire summer working it. However, they must move on to the west and the pit will be covered over with earth to prevent the loss of the untouched fossils. The find has been so great, in fact, that the supply of cloth and burlap used in the excavations, which was expected to last the whole trip, has already been consumed.

When a part of a bone is uncovered it is immediately brushed off with camel hair brushes and then covered with paper and flour paste and as more is brought to light, a second covering of cloth or burlap is applied so that when the excavation becomes deeper the fossil is covered and ready for packing with its burlap bag. A certain amount of earth and rock, for protection of the fossil is kept with it so that the thousand pounds taken out will be considerably less when they have been cleaned at the museum in America.

Colonel Dunlop and Major Williams of the American Legion Guard who went up to visit the expedition recently, tell us of the hard conditions under which the scientists have to work at times. The weather at Erhlin is quite variable at this time, with ice at night and very high temperature at noon. There are also frequent sand storms, but the work of excavation goes on just the same unless it is so bad that the fossils will be damaged.

Colonel Dunlop and Major Williams made the trip from Kalgan by car, doing one hundred miles the first day and one hundred and seventy miles the second day.

Mr. Andrews, shortly after his return from Mongolia this fall, will leave for America where he is booked for a strenuous lecture tour.

CHINESE IN BANGKOK.

The *Yongit* Bangkok Dai comment on the growing separation between Chinese and Siamese in Bangkok. Formerly very few Chinese women came to this country, and the children born here to Chinese immigrants had Siamese mothers. Now-days that is coming to be the exception, not the rule. The change is quite a natural one, no doubt, but it is all the more important to see that this rising generation of foreign children shall know the language of the country they are living in. A large alien population, speaking only their own alien tongue, must have elements of possible danger in any capital. Siamese is, of course, now compulsory in all Chinese schools here, but the growing separation of the Chinese from the people of the country certainly affords one reason for bringing the compulsory Education Act into force in Bangkok as soon as the change is practicable. Not all Chinese can be described as law-abiding, but on the whole they are a peaceable and certainly a most useful section of the community. They will defy all law in the feuds between their many societies, but they accept without question the administration of the country to which they have come. A knowledge of that country's language is necessary if this large body of people is to sympathize with the aims of the administration, and understand the action it has on occasion to take. If we are not mistaken, the list of the 108 students who passed the Final Examination of Ministry of Education the other day, affords some evidence of the growing separation of the Chinese from the Siamese. The names of the 108 fathers seem to be pretty well all Siamese, and some years since sons of Chinese often figured in such lists.—*Bangkok Times*.

THE GREAT MENACE TO CHINA TRADE.

MR. H. E. ARNOLD'S FIGHTING APPEAL FOR INTERVENTION.

At the twenty-first annual general meeting of shareholders of the China Import and Export Lumber Co., Ltd., Shanghai, last, the Chairman (Mr. H. E. Arnold), said:

Before proceeding with my report on the accounts and the regular business of the meeting, I would like to comment upon the unsatisfactory conditions of business in China resulting from the deplorable state of the government of this country, as evidenced by the continued interference with the ordinary trading by illegal taxation, civil war in various parts of the country and bandit depredations. With its wide-spread organization in China, the Lumber Company's operations in the interior have been rendered most difficult. Foreign members of the company's staff have repeatedly been seized upon by bandits in attempts to seize them for ransom. Our Chinese employees and labourers have in various parts of the country been subjected to oppression under so-called military control, hardly different in character from brigandage. China is being allowed to drift towards a state of chaos and widespread disaffection such as existed in the days of the Taiping Rebellion. With bandit chiefs and their hordes continuing practically to control large areas of territory, and defiant militarists at times joining forces with bandits in order to prevent the exercise of Government authority, the advent of conditions as they existed in the days of Taiping Rebellion is by no means a remote contingency.

THE INCOMPETENT GOVERNMENT.

The recent incident of the attack on a passenger train of the Tsin-Tai-Pukow Railway and the seizure of a number of well-known foreign residents and business people by bandits, is merely one of the indications of the inability of the Government to control the country. In ordinary circumstances, I would not so openly criticize that so-called Government of China, but not only have the operations of the China Import and Export Lumber Co., Ltd., been most seriously interfered with by civil war and bandit depredations, but very heavy losses have as a result thereof had to be written off in our accounts. The time has come for plain speaking. Not only is co-operation amongst the large business interests in China necessary, but the representatives of the altruistic ideals concerning China promulgated at the Washington Conference can no longer continue to serve as a pretext for the infringement of treaty rights and the endangering of the lives and property of foreigners. The sincere well-wishers of China must heartily concur in the views recently expounded in a leading article in the *London Times*, recommending an International Commission to investigate and report on the best measures for the protection of foreign interests in China, which might evolve remedies for the anarchy which prevails, with political and economic ruin, a land naturally so fertile, peaceful and law-abiding. Something must be done in the immediate future to restore to foreigners their former security. There is but one thing to be said, signs, visible and palpable, that behind foreign Notes and protestations stands the stern reality of military force.

"CHINA'S PERIL"

IMPORTANT CONSERVANCY WORK ON YELLOW RIVER COMPLETED.

At 10 o'clock on the morning of May 15th the water of the Yellow River was turned into the completed leading channel at Kung Chia K'o, Liching Hsien, Shantung. At first but a small portion of the stream was let through for the purpose of softening the bed of the newly excavated channel which had become baked and hard.

The opening was widened from time to time as the softening process was accomplished and at 6 o'clock the entire river several hundred feet in width was flowing on to the sea in its former course between the old dikes, having eroded and scoured out any irregularities in the new channel that did not coincide with the ideas of Mother Nature.

The next morning boats were operating on the river above and below Liching City as they did before the river broke through its dikes in August, 1921. The diversion was very successful, the water flowing freely and with a strong current which was contrary to the predictions of many "I told-you-so's."

A small portion of the water still passes through the break, seeping through the rock dam. This, however, will be sealed within a week or ten days, with sand bags and will finally be covered with thousands of fangs of earth which will entirely shut off the water.

There still remains some dikes to be built and strengthened but it is expected that the entire work will be completed by the June 15th which will be ahead of the annual high water period of the Yellow River.

The methods employed in accomplishing this work are unprecedented in China but are familiar to Hydraulic Engineers of several of the Asia Development Company's Engineers who have assisted in several of the Asia Development Company's Engineers who have assisted in accomplishing similar tasks on American Rivers.

The sufferers are already preparing to re-occupy their land and rebuild their villages in the flooded district.

LIFE AT NANNING.

EFFECTS OF THE WAR IN WEST RIVER REGION.

A correspondent writes of boat after boat coming to Nanning while none seem willing to leave.

This, he says, is a sign that there is war down below and the boats are terrified of being commandeered in Wuchow to take soldiers down the river to Shunling and other places where fighting is in progress. The result is, of course, that no goods, which means no stores for the little community of foreigners, can arrive from Hongkong and such necessities as flour, butter, tea and condensed milk become rare luxuries, except for the happy individuals who have had the fortune to lay in a good supply before the trouble broke out.

It is a matter of constant wonder how our mails come through. Somehow the postal authorities have a way of inspiring such courage and patience in their staff, that in spite of perils of water and perils by land, in spite of all-night work and constant and unceasing vigilance in watching the movements of troops and of boats, their men remain loyal and continue to deliver our mails with most extraordinary regularity.

SINGAPORE BROKERS' JEWELS.

WIFE CLAIMS POSSESSION.

The ownership of certain jewellery and precious stones, some of which are said to have come from an aigrette formerly belonging to the late Sultan of Rho, was in mail work the subject of an appeal, in the King's Bench Divisional Court before Mr. Justice Lush and Mr. Justice Salter.

Mrs. Evelyn Dolores Penny, of Crouch End, N., appealed from an order in favour of her husband, Mr. Lionel Herbert Penny, of Singapore, now living at Southampton. She claimed that certain jewellery had been given her by her husband. It included a single stone diamond ring valued at £150, about sixty-five loose diamonds intended to replace or to add to diamonds in the aigrette, the loose diamonds being valued at £150, a bar of gold, and massive antique Chinese gold belt. The judge found for the wife except in regard to the articles mentioned, which he awarded to the husband.

Counsel said that the marriage was in March, 1916, in Sweden, Mrs. Penny being an Englishwoman by birth, but the adopted daughter of a rich Swedish bank director and his wife, while Mr. Penny was an Englishman in the employ of a firm of stockbrokers in Singapore. In 1918 he became a partner. When they came to England in 1920, they brought back jewellery worth about £5,000. Mrs. Penny swore that the jewellery was given to her.

The husband and wife parted by agreement in March, 1922, and up to that date the jewels were in the bank under the wife's control. Divorce proceedings by the wife were now pending, but had been delayed. It was only when these proceedings started that the husband claimed the jewels. In the correspondence in which the husband requested the return of "many thousands of pounds of jewellery," he excepted those articles which he had given to her for her personal adornment. During this correspondence Mrs. Penny was ill in a nursing home.

Judgment was reserved.

DECORATIONS FOR CHINESE WOMEN INVESTORS.

Women who invest in industries or industrial banks or help promote such enterprises will hereafter be decorated with Phoenix Medals (Wen Feng Chang). These are of five classes which, according to the regulations promulgated by the Ministry of Agriculture and Commerce on March 31st, are to be awarded in the following way:

- 1st class for those who invest \$200,000 or more of their own money or raise \$1,000,000 or more from others.
- 2nd class for those who invest \$100,000 or more or raise \$500,000 or more.
- 3rd class for those who invest \$50,000 or more or raise \$200,000 or more.
- 4th class for those who invest \$10,000 or more or raise \$50,000 or more.
- 5th class for those who invest \$5,000 or more or raise \$25,000 or more.

These medals have in the centre a green phoenix on a red disc with a golden margin, which is surrounded with four white peonies, with green leaves and golden stems. The first class medals will have 8 pearls studded between peonies, the second class 6, the third class 4, the fourth class 2 and the fifth class none. They will be awarded to women industrialists upon the recommendation of the general chambers of commerce or the industrial boards of the provinces.—*Government Bureau of Economic Information*.

KOWLOON RESIDENTS' ASSOCIATION.

RECENT ACTIVITIES.

We have been officially supplied with the following notes on the recent activities of the Committee of the Association:

IMPROVED POSTAL FACILITIES.

Kowloon will soon enjoy vastly improved postal facilities, thanks to the labours of a sub-committee appointed by the Kowloon Residents' Association, and to the ready assent of the Postmaster-General (Mr. S. B. C. Ross). Reporting to the General Committee of the Association this week, the sub-committee's Chairman (Mr. W. J. Stokes) stated that Mr. Ross had promised to provide additional pillar boxes in Coronation Road near the Orient Tobacco Factory, and in Peace Avenue, Homantin. The sub-committee had suggested, Mr. Stokes said, that arrangements should be made for the sale of stamps and the provision of wall boxes at the following places:

- 1.—As near as convenient to the Kowloon Gas Works.
- 2.—At Hek 'n' Police Station, or (preferably) a little further along Kowloon City Road.
- 3.—At or about the West End of Bulkeley Street, Hungnam.
- 4.—At Messrs. A. S. Watson & Co., Nathan Road.

Mr. Ross had explained that it was extremely hard to make the Chinese shop people understand that profit would accrue to them through the public buying stamps, and he was still endeavouring to make them see this. The proposal for a complete post office inside Kowloon Dock was only waiting Mr. R. M. Dyer's return. When carried out, this would prove a great boon to the many Europeans there. Both the Postmaster-General and the sub-committee were agreed that the new Peninsula Hotel should have a fully-equipped post office. When slight changes had been made, added Mr. Stokes, the Postmaster-General would again write to the Association. Having had no access to any plans or details concerning the Town Planning Committee's labours, the sub-committee said Mr. Stokes had felt somewhat at a disadvantage and it wanted to emphasize the desirability of the fullest information being afforded at the earliest moment.

TRAFFIC TANGLE AT THE FERRY WHARF.

Convinced that the traffic tangle outside the Kowloon Ferry Wharf constitutes a serious danger, the meeting decided to add its voice to the many complaints already made. The meeting also appointed a sub-committee to study the problem. When the findings are ready they will be sent to the Government.

FERRY SIGNALS IN TYPHOON WEATHER.

The meeting considered a letter suggesting that much trouble would be saved during typhoon weather when ferries were unable to stop running could telephone operators answer inquiries without the inquirer having to get through to the wharf. Alternatively the letter suggested that signals corresponding with the wharf signals should be prominently displayed. The meeting decided to ask the Government to provide a cross signal similar to the present No. 5 but painted red, for flashing from the following places:

- 1.—The Observatory.
- 2.—Signal Hill.
- 3.—Tsim Sha Tsui Police Station.

Railway station employees, the Committee suggested, should be notified to inform intending passengers when the ferries had actually stopped running.

MOTOR CYCLES ON THE FERRIES.

Complaints having been made regarding the serious inconvenience frequently caused through several motor cycles being transported on the one ferry launch, the meeting decided to write to the Star Ferry Co., Ltd., asking it to limit the number of machines to one per trip.

HUGHED LICENSING OF BICYCLES.

As cyclists were breaking the traffic laws in Kowloon every day and making themselves a danger to the public safety, the meeting resolved to ask the Government to introduce licensing of bicycles. At present it is almost impossible to catch the offenders owing to the difficulty of tracing them, but registration, the meeting felt, would make it comparatively easy to apprehend them. Licensing would mitigate a public danger and, incidentally, add to the Colony's revenues.

A JUNCTION POINTSMAN NEEDED.

Another traffic matter which the meeting discussed was the necessity for a pointsman at the junction of Nathan Road and Salisbury Road, made acute by the advent of bus and jitney services. It was decided to approach the authorities regarding this need.

A DANGEROUS BEND.

In connection with the forthcoming Estimates, the meeting decided to ask the Government to provide a vote for expediting the work of removing the hill which causes a dangerous bend in Coronation Road.

THE BUS SERVICES.

The Hon. Secretary read a letter from the Kowloon Motor Bus Co., Ltd., stating that it was acting upon the Association's suggestion that buses should bear distinctive disc showing which route they followed. This suggestion was made both to help other traffic using the roads and to assist intending passengers.

SUMMARY COURT

ANOTHER RENTS CASE.

Another case depending for its decision on the interpretation of the Rents Ordinance was opened in the Summary Court, before the Chief Justice (Sir William Rous Davies) yesterday morning.

The plaintiff, Kwok Yau, is suing the Tang Cheung Tai firm, 40, Bonham Strand, for possession of the dwelling-house, 213, Wing Lok Street, which was let by a man named Lo Shun Wan to the defendants for a term of years expiring on January 10th last. The plaintiff claims that he has, "by divers assignments," become entitled to the reversion expectant on the said term of years. He claims possession, and mesne profits amounting to \$750.

Mr. E. Davidson appeared on behalf of the plaintiff, and Mr. M. W. Lo represented the defendants.

Mr. Davidson stated that his client purchased the house and one other in the same road, in April, 1922. He had notified the defendants that the term of their lease had expired, and Messrs. Lo and Lo had replied that they intended to stay in possession, quoting Section 4 of the Rents Restriction Ordinance as their authority for so doing. He contended, however, that under Section 13 of the Rents Ordinance, as the house was in possession of sub-tenants, an ejectment order could be issued against them.

Mr. Lo intimated that his defence would be that as the defendants were in actual possession of part of the premises they could not possibly be turned out under the terms of the Ordinance.

In the afternoon the Chief Justice and the solicitors engaged in the case went to inspect the property, and the case was adjourned till next Thursday.

"BAR" OR "MESS"?

KING'S SERGEANT AND THE DIFFERENCE.

DISTRICT COURT MARTIAL.

Owing to the number of cases of drunkenness in town which have recently occurred in the Battalion, the Naval Cadet, King Edward, Actor House, Hongkong Hotel bars have been placed out of bounds to all other ranks, as a temporary measure.

The foregoing was a recent Battalion Order issued to the King's Regiment, and a sequel was supplied at the Murray Barracks yesterday morning when Sgt. James Carroll, of King's Regiment, was tried before a District Court Martial for failing to obey orders by being found in the Naval Cadet.

Major P. Rashleigh was President of the Court. Capt. R. S. Jones presided, and Mr. D. H. Blake, solicitor, appeared for the defence.

The Garrison Provost Sergeant, Sgt. Smith, G.M.P., told the Court that he was on duty at Praya East on the night of the 25th May, and at about a quarter past nine he went to the Naval Cadet. In the Petty Officers' room the accused was drinking with three petty officers. Witness called him out and told him he was committing an offence. Accused then finished his glass of beer and went to the Barracks with witness.

Corroborative evidence was given by Bombardier Notta, who was with the sergeant.

Prisoner gave evidence on his own behalf. He stated that he was in the Petty Officers' mess when the sergeant called him out. The "mess" was distinct from the cadet, and corresponded with the Sergeant's Mess at Murray Barracks.

Replying to Mr. Blake, accused said he elected to take his trial before a District Court Martial of his own accord, instead of being dealt with summarily by his Commanding Officer.

Mr. Blake addressed the Court. He pointed out that the Army Order referred to the Naval Cadet Bar. The accused was not in the Naval Cadet Bar, he was in the Petty Officers' Mess, a totally different thing. He also pointed out to the Court that as the accused had elected to be tried by Court Martial of his own accord, the Military Manual directed that he should not be given any greater sentence than his own Commanding Officer could have meted out.

After a short retirement the accused was found guilty.

FORMER HONGKONG DOCTOR IMPRISONED.

DR. E. A. JAY CONVICTED AT PETERMARTZBURG.

We learn from the police that Dr. Edward Arkwright Jay, a former resident of Kowloon, has been convicted on an indictment for fraud and sentenced to the Supreme Court of Petermaritzburg, South Africa, on the 10th March, 1933, to one year's hard labour.

Dr. Jay lived for some time at No. 1, Carnarvon Road, Kowloon, which he named "Marguerite Villa." He furnished the house expensively, but largely on credit. He was known in the Colony, especially in shipping circles, as a ship's surgeon. He left the Colony towards the end of 1921, without previous intimation to his creditors who will be interested to learn his present address.

HUNG HOM PROPERTY SLUMP

YESTERDAY'S EFFORT TO SELL IS HOUSES.

"You will be sorry later, gentlemen, that you did not buy this property. Later on when the new godowns go up at Hunghom then the property will be worth having." These were Mr. George Lammert's words spoken to a number of Chinese who attended the public auction held at Messrs. Lammert's auction rooms yesterday afternoon.

The property put up for auction consisted of sixteen houses, Nos. 1 to 35 (odd numbers only) Cooke Street, Hunghom. Fourteen of the lots each occupy 693 square feet and the other two lots have slightly larger areas. Each lot was put up separately but the bidding was, as the auctioneer described it, "exceedingly weak." Bidding for the various lots started in the neighbourhood of \$7,000 and in most cases touched \$8,000; in two other cases \$8,500 was reached and in one case—the last lot offered—the price went to \$9,000. None of the lots were sold, the reserve price not having been reached. Mr. Lammert used very persuasive language to tempt buyers, but it was as much as he could do to get an occasional \$100 bid. This prompted him to say after half the number of lots had been put up, with no result: "What is the use of humbugging, gentlemen, I am going to start the remainder of the lots at \$8,000, and if I get no offers straightaway I will withdraw." Even this and a further remark that "it was Chatham Road and not Cooke Street which was to be widened and that the houses in Cooke Street would not be pulled down" had no effect and in the end the auctioneer had to come down from his platform without effecting a sale.

COMPANY MEETING.

THE FAR EASTERN INSURANCE CO., LTD.

THE GENERAL MEETING.

The seventh ordinary general meeting of the Far Eastern Insurance Co., Ltd., was held at Shanghai last week. Mr. E. T. Byrns presided, supported by Messrs. V. Meyer, H. E. Arnold, J. H. Dollar, P. H. Nye, O. Bleuler (directors), C. A. G. Barrie (general manager), and other shareholders. The Chairman said:—The working account for 1932 and former years shows a balance at credit of Tls. 204,092.63 and your directors recommend that this balance be carried forward. The working account for 1932 shows an increase in net premium income from Tls. 1,633,596.40 to Tls. 1,949,155.74. Rent and interest account, at Tls. 63,841.52, shows a reduction of approximately Tls. 30,000 from last year's figures. This is accounted for by reduced rentals received from our Harbin property, the realization of some of our investments and the repayment of money lent on mortgage. Claims paid amount to Tls. 725,872.34, as compared with Tls. 562,162.48 last year. The ratio to premium income, however, is slightly better. Commissions and charges also show an increase, but the ratio to premium income is practically the same as last year.

The balance at credit of 1932 working account is Tls. 561,546.48. Your directors recommend that a dividend of 6 per cent be paid, absorbing Tls. 43,200, and that the remaining Tls. 518,346.48 be carried forward.

Reference to the balance sheet shows that our total funds have increased from Tls. 1,409,592.16 to Tls. 1,714,939.15. Our holdings in debentures and bonds have increased, in round figures, from Tls. 339,000 to Tls. 339,000, cash at bankers has increased from Tls. 90,000 to Tls. 198,000 and loans and mortgages have decreased from Tls. 625,000 to Tls. 448,600. Although trade shows signs of improvement in various directions, the conditions of our business continue to be very difficult and it is essential for us to conserve our resources as far as possible.

The report of the directors and statement of accounts were accepted and passed and a dividend at the rate of 6 per cent, being Tls. 1.50 per share, on the paid up capital of the company was declared.

MY NIBBLICK

Oh my nibblick! trusty nibblick; for four and twenty hours
Your life hung in the balance, you were near to needing flowers.
One "Dreamer," in his article in Wednesday's *Daily Press*,
Calls you a snare, with fancy name, a club of uselessness
To such as I, whose handicap to double figures runs.
A brassie, mid-iron, mastic, putter are the only ones.
Which I should carry round with me to do my hundred and
A mashie, so he says, will take your place for "lies" in sand
Or any hazard. But he's wrong, he's never seen me crawl
Into strange spots, with you in hand, to find my erring ball.
You've got me out of many holes, you've rescued me from drains,
I saw a snake one Sunday morn, with you I bashed it's brains.
I've clasped you tight to give me strength, my courage ne'er did quail
As through all "rough" and wooded slopes I've bravely blazed a trail.
To-day, however, you're relieved, your champion's "Wideawake"
"Above all get a nibblick"—so your life's no more at stake.

O. E.

SHIUKWAN EVACUATED.

NORTHERN TROOPS OUTNUMBER YUNNANESE.

ALL INTEREST CENTERED ON EASTERN FRONT.

The *Canton Daily News*, under these headlines, says:—

Information obtained from the Wongsha office of the Yuch Han Railway indicates that the Yunnanese troops at Shiukwan being vastly outnumbered by the invading northern troops, have evacuated the city to a point further down the railway, where they are awaiting reinforcements. Meanwhile no freight and passenger trains are to be run up the line, so as to facilitate the passage of troops trains.

No further information was obtained from General Headquarters and it is believed that Shiukwan has already fallen into the hands of the enemy. The authorities at General Headquarters, however, do not seem to be very much worried by this temporary victory of the enemy. They are more concerned over the result of the East River campaign and it is their opinion that as long as Chen Ching Ming's troops are crushed in that section of the province, there is no great cause for worry in regard to the North River front.

THE DISTURBED DISTRICTS OF KWANGTUNG.

NO FOREIGNERS TO TRAVEL IN THEM.

A communication has been addressed to the various Consuls at Canton by the Commissioner for Foreign Affairs to the effect that pending final settlement of the present military difficulties, foreign travellers will not be given passports to go to the disturbed districts, namely: Pao An, Tsang Ching, Lungmoon, Waichow, Chaochow and Meishien. It is reported that some foreigners went to the Lofan Mountains the other day and were advised by the military authorities there not to go up the mountains which was considered a place within the war zone.—*Canton Daily News*.

THE INTERPORT CRICKET.

"Oldun," in some notes on the match contributed to the *N.C. Daily News* writes: Why did Shanghai unexpectedly lose to Hongkong? Firstly, because Shanghai, represented by the strongest batting side that I ever remember seeing in Shanghai, failed through lack of practice, to make enough runs in their first innings on the "plumbest" wicket ever seen in the Far East. That innings against the Hongkong bowling on such a wicket should have produced at least 500 runs.

Secondly, because the Shanghai bowling on the "aloroid" "plumb" wicket was, with the exception of Quayle's, absolutely innocuous. Undoubtedly the selection committee made a grievous mistake in leaving out Billings, but the exclusion of Wilson leaves me cold. He might have got a wicket or two, but his total bag so far this season has been one wicket in three matches. Billings uses his head and would most likely have got rid of such a batsman as Wild, who really has no claim to expect to obtain 80 runs. The Shanghai side did not include a single bowler who can spin the ball for the simple reason that, with the exception of Wainwright, such a bowler does not exist in Shanghai at the moment. And Wainwright was not available.

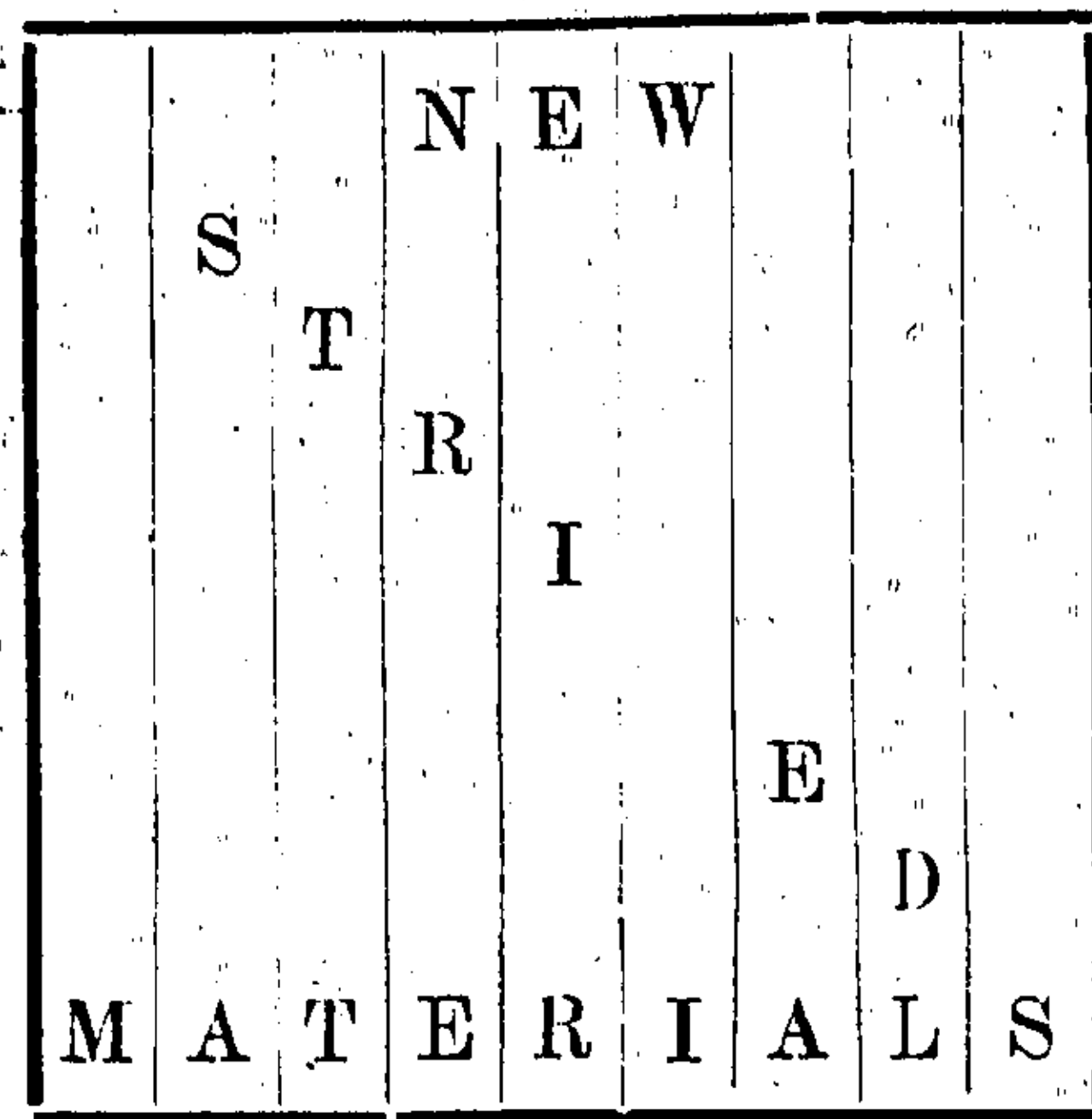
Thirdly, owing to a series of disasters which befell Shanghai in their second innings. These began when Ollerdesen deliberately threw his wicket away in his first over, in attempting to lift a good length slow leg break out of the ground. It is a pity that his temperament runs away with him so frequently. Then followed Muriel's downfall from playing a ball hard on to his leg and so to the wicket. Followed Barrett, who, anxious to face Quayle at the other end, called Quayle for a short run only to find the latter rooted to the popping crease and leaning on his bat handle. Quayle was probably tired after his bowling efforts, but he was also asleep and had not backed up a yard. Thus were lost three batsmen for half-a-dozen runs who, in the first innings, had totalled 239, and the wicket as good as over!

Fourthly, because of dropped catches, and finally, because of a wonderful match-winning innings by the Hongkong skipper, T. E. Pearce. From the above, it might be thought that excuses were being found for Shanghai's defeat. Not at all. Hongkong played wonderful uphill cricket and thoroughly deserved their win. It was an honour to be on the losing side in such a match!

WEATHERPROOFS

FOR LADIES' WEAR.

SATIN • de • CHINE



CREPE • de • CHINE

LIGHT YET RAINPROOF

Smartly modelled and just suited to this changing climate.

LANE, CRAWFORD, LTD.

FOR QUALITY & STYLE.

THE BAKERY DEPARTMENT

OF

CAFÉ WISEMAN

All Bread sold by Cafe Wiseman is made by machinery under the most scrupulously clean and hygienic conditions. The ingredients used are of the very finest quality obtainable. Purity and excellence guaranteed. The old methods of making Bread by hand have been entirely done away with. We have now obtained the services of an Expert European Baker.

Cafe Wiseman Bread can be had in the following kinds—Sandwich, Tin, Coburg, French, Vienna, Household, and Brown Bread.

LANE, CRAWFORD, LTD.

"BROADWOOD" PIANOS ARE ALL BRITISH

THEY ONLY COST A LITTLE MORE
BUT ARE A LOT BETTER.

THINK IT OUT.

LATEST SHIPS' MODELS

AT

ANDERSON'S

TEL. C. 1322.

Power
5 TELEPHONE C. 3871.

LOOSE COVERS

IN

CRETONNES

EXPERT CUTTERS

PERFECT FIT GUARANTEED.

PATTERNS ON REQUEST.

NEW ADVERTISEMENTS

NOTICE.

DURING the Temporary Absence of Mr. G. HOPPELER, Mr. M. BRENNWALD will be in Charge of Our Firm.

A. P. VILLA & BROS. OF CANTON INC.

Canton, 8th June, 1923. [925]

THE ROYAL HONGKONG GOLF CLUB.

PROFESSIONAL PAIRS.

THE RESULT of the DRAW may be SEEN at the HAPPY VALLEY CLUB House.

PERCY SMITH, SETH & FLEMING.

[927]

G. R.

NOTICE.

OWNERS and **DRIVERS** of **MOTOR VEHICLES** are requested to note that on Traffic Posts where Traffic Lights are established, the Lights will be used, both by Day and Night, for the purpose of Regulating Traffic with effect from the 15th inst.

E. D. C. WOLFE,

Captain Superintendent of Police. [926]

CHINESE GOVERNMENT RAILWAYS

CANTON-KOWLOON LINE.

(CHINESE SECTION).

WITH the approval of the Ministry of Communications, **SUPPLIERS** of **TRACK SLEEPERS** and **BRIDGE** and **CROSSING TIMBERS** are hereby invited to submit **SEALED TENDERS** in **DUPPLICATE** which should be clearly marked **"TENDERS FOR SLEEPERS"** and addressed to the **MANAGING DIRECTOR, CANTON-KOWLOON RAILWAY, CHINESE SECTION, CANTON**, to the Railway Head Office not later than 11 o'clock in the forenoon of **WEDNESDAY, the 13th day of JULY, 1923.**

Specification and full particulars may be obtained by application to the Railway Head Office, Canton, on the deposit of \$5,000, which will be refunded on the submission of a bona fide tender.

Tender must be made in the Form at the foot of the Specification, which must be returned undetached.

The successful Tenderer will be required to sign a Formal Contract and to furnish a Bank Guarantee of 10 per cent. of the Value of the Contract for the due and Proper Performance of the Terms of such Contract.

The Railway does not bind itself to accept the lowest or any tender.

THE HEAD OFFICE,

CANTON-KOWLOON RAILWAY,

Chinese Section.

Canton, 8th June, 1923. [928]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID, SUEZ & STRAITS.

THE M.V.

"OLENTARA"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 13th June, 1923, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 15th June, 1923, at 10 A.M. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO., LTD.**

Agents.

Hongkong, 5th June, 1923. [924]

G. R.

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Office of the **"O. B. S. S. C. HEADQUARTERS, VICTORIA, HONGKONG,"** until 12 Noon, on **TUESDAY, 19th JUNE, 1923,** for the Supply of **FRESH BEEF** for **TROOPS** for a Period of Three Months from 1st July to 30th September, 1923.

Tender Forms and any necessary information may be obtained at the above Office between the Hours of 10 A.M. and 1 P.M. Daily.

Tenders will not be entertained unless accompanied by a Deposit of \$100 as a Guarantee of Good Faith.

The right to reject the lowest, or any, Tender is reserved. [923]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that

Certificate No. 8773 for 200 Shares numbered 71161 to 71200, 47201 to 47250, 110052 to 110076, 121983 to 122037, 84151 to 84175; Certificate No. 8774 for 200 Shares numbered 5051 to 5060, 37101 to 37200; Certificate No. 8775 for 100 Shares numbered 3951 to 3960 all registered in the Name of **MR. LAM CHOR YIN** have been **LOST** or **DESTROYED**; and should these Certificates not be produced to the Company before the 7th day of JULY, 1923, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,

General Managers. [922]

HONGKONG Jockey Club.

THE HALF YEARLY GENERAL MEETING OF MEMBERS

will be held on **SATURDAY, 9th JUNE, at 12.30 P.M.**, in the **JOCKEY CLUB ROOMS, Hongkong Club Annex.**

HONGKONG TRAMWAYS, LIMITED.

STREAM-DRIVEN ELECTRIC GENERATING TRACTION PLANT FOR SALE.

THE Undermentioned PLANT, installed at the Generating Station of the **HONGKONG TRAMWAYS, LTD., Hongkong, is FOR SALE.**

Two Yaten and Thom's horizontal cross compound Steam Engines, each of 425 horse power. Coupled direct to two 200 Kilowatt Direct Current "Dick Kerr" Generators, 550 volts, 1000 revolutions per minute.

Two complete sets of Wheeler Surface Condensing Plant for above.

One Bellis vertical compound Engine, coupled direct to a 200 Kilowatt Direct Current "Dick Kerr" Generator, 550 volts, 1000 revolutions per minute.

One complete set of Worthington Surface Condensing Plant for above.

One W. H. Allen Traction compound Engine, coupled direct to a 20 Kilowatt Direct Current "Dick Kerr" Generator, 110 volts, 1000 revolutions per minute.

One "Dick Kerr" Motor Generator Set, Motor 500 volts, Generator 110 volts, 20 Kilowatt, 500 revolutions per minute for depot lighting.

One Remington two cylinder engine oil Engine, direct coupled to 15 Kilowatt Direct Current Chalmers Generator, 125 volts, 400 revolutions per minute.

Two Babcock and Wilcox Boilers each having approximately 3,554 square feet of heating surface, fitted with Chain Grate Stokers, motor driven.

Two Weirs Feed Pumps complete with water strainers, etc.

One Green's Economiser, motor driven.

All necessary piping, valves, etc., for above.

One 10 ton Hand Crane 40 ft. span between rail centres. Lift 25 feet. Two wheels of lifting, one for light and the other for heavy loads.

The plant is in First-class condition, and can be inspected at any time.

Offers to Purchase the Whole or Any Portion of the Plant should be addressed to:

R. J. WILSON,

Acting Secretary & General Manager.

[899]

INTIMATIONS

CYMBETHAS DEWI SANT.

HONGKONG.

LAUNCH BATHING PICNIC

will be held at 3 P.M. on **SATURDAY, 9th INSTANT, CROESAW BOB CYMRO A CHYMRAES.** Tickets may be obtained from Underigned.

D. DAVIES,

SANITARY DEPARTMENT.

[918]

THE CATHOLIC UNION CLUB

"AT HOME"

To MEMBERS, THEIR FAMILIES AND FRIENDS

on

FRIDAY, 8th JUNE, at 9.15 P.M.

On the Occasion of the Celebration of Its

SILVER JUBILEE.

F. H. BARNES,

President.

[919]

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTY-SECOND ORDINARY GENERAL MEETING OF THE COMPANY

will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & CO., LTD., Pedder Street, Hongkong, on **THURSDAY, 14th JUNE, 1923, at Noon** for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be Closed from the 7th June to 28th June Both Days inclusive.

By Order of the Board.

JARDINE, MATHESON & CO., LTD.,

General Managers.

Hongkong, 28th May, 1923. [887]

NEWS FROM THE OLD COUNTRY.

SEND 13/- and we will mail you regularly every week for 52 weeks a copy of any British Weekly Newspaper, such as: Lloyd's People, Tit Bits, Pearson's, etc., etc.

Hundreds of papers on our Big List mailed free. A different paper sent weekly, or the same publication for 42 weeks. 13/- pays for year's subscription, including postage. Most unique and up-to-date service, greatly appreciated by members throughout the Empire.

Send 13/- to-day to

PERIODICAL POSTING CO.,

PLYMOUTH, ENGLAND. [1731]

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 8, Des Vaux Road. Telephone No. C. 4306.

BUYERS OF HONGKONG CONSTRUCTIONS.

HONGKONG REALTIES,

HONGKONG TRAMWAYS,

STAR FERRIES,

WATSON'S,

YANGTSE INSURANCES,

SELLERS OF CHINA SUGARS,

COLONIAL DISPENSARIES,

FWOS,

20 M. Y. SAN & COMPANIES,

HUMPHREYS' ESTATES,

H. & S. BANKS.

[107]

THE BEN LINE STEAMERS, LTD.

FROM **LEITH ANTWERP, MIDDLESBRO',**

LONDON AND STRAITS.

The Steamship **"BENAVON."**

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 26th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 15th June, 1923, at 10 A.M. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO., LTD.**

Agents.

Hongkong, 5th June, 1923. [914]

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

THE M/S

"PANAMA"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th of June, 1923, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 15th June, 1923, at 10 A.M. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by **JOHN MANNERS & CO., LTD.**

Agents.

[917]

INTIMATIONS

HONGKONG Jockey Club.

THE HALF YEARLY GENERAL MEETING OF MEMBERS will be held on **SATURDAY, 9th JUNE, at 12.30 P.M.**, in the **JOCKEY CLUB ROOMS, Hongkong Club Annex.**

HONGKONG TRAMWAYS, LIMITED.

STREAM-DRIVEN ELECTRIC GENERATING TRACTION PLANT FOR SALE.

THE Undermentioned PLANT, installed at the Generating Station of the **HONGKONG TRAMWAYS, LTD., Hongkong, is FOR SALE.**

Two Yaten and Thom's horizontal cross compound Steam Engines, each of 425 horse power. Coupled direct to two 200 Kilowatt Direct Current "Dick Kerr" Generators, 550 volts, 1000 revolutions per minute.

Two complete sets of Wheeler Surface Condensing Plant for above.

One Bellis vertical compound Engine, coupled direct to a 200 Kilowatt Direct Current "Dick Kerr" Generator, 550 volts, 1000 revolutions per minute.

One complete set of Worthington Surface Condensing Plant for above.

One W. H. Allen Traction compound Engine, coupled direct to a 20 Kilowatt Direct Current "Dick Kerr" Generator, 110 volts, 1000 revolutions per minute.

One "Dick Kerr" Motor Generator Set, Motor 500 volts, Generator 110 volts, 20 Kilowatt, 500 revolutions per minute for depot lighting.

One Remington two cylinder engine oil Engine, direct coupled to 15 Kilowatt Direct Current Chalmers Generator, 125 volts, 400 revolutions per minute.

Two Babcock and Wilcox Boilers each having approximately 3,554 square feet of heating surface, fitted with Chain Grate Stokers, motor driven.

Two Weirs Feed Pumps complete with water strainers, etc.

One Green's Economiser, motor driven.

All necessary piping, valves, etc., for above.

One 10 ton Hand Crane 40 ft. span between rail centres. Lift 25 feet. Two wheels of lifting, one for light and the other for heavy loads.

The plant is in First-class condition, and can be inspected at any time.

Offers to Purchase the Whole or Any Portion of the Plant should be addressed to:

R. J. WILSON,

Acting Secretary & General Manager.

[899]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS

of the letting by Public Auction Sale, to be held on **MONDAY, the 11th day of June, 1923, at 3 P.M.**, at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of **SCOTT'S ROAD, STUBBS ROAD, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.**

PARTICULARS OF THE LOT.

No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagees

By

PUBLIC AUCTION,

IN ONE LOT

On

THURSDAY,

14th Day of June, 1923, at 3 o'clock P.M.

Messrs. **LAMBERT BROTHERS**

At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuages, erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises, as at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. **HASTINGS & HASTINGS**

Solicitors,

8, Des Vaux Road Central,

and

Messrs. **LAMBERT BROTHERS**

Auctioneers.

TO LET.

OFFICES in **UNION BUILDING—Four Rooms on Fifth Floor.**

Apply

UNION INSURANCE SOCIETY OF CANTON, LTD.

TO LET.

SEVEN-ROOMED DETACHED HOUSE with Tennis Lawn and Garage for Two Cars.

Apply to—

PERCY SMITH, SETH & FLEMING.

OFFICE WANTED.

ONE LARGE ROOM or TWO SMALLER ROOMS, preferably on Ground or First Floor, in Centre of City, Required, as Offices about June.

Write "Z," Daily Press.

INTIMATION

DEWAR'S

"WHITE LABEL"

FINEST

SCOTCH WHISKY

OF GREAT AGE.

Awarded 50 Gold and Prize Medals.

FROM

Messrs. JOHN DEWAR

& SONS, LTD.

PERTH, SCOTLAND.

By Royal Appointment to His Majesty the King.

SOLE AGENTS

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

Telephone No. C. 616.

MARRIAGE.

BLUNDELL—WRELL.—At St. John's Cathedral, by the Rev. H. Copley Moyle, **WILLIAM CLARRY, elder son of George BLUNDELL, Esq., of Yokohama,** to **ALICE NORRIS, only daughter of Mr. and Mrs. F. J. WRELL, 5, Queen's Gardens, Hongkong.** [929]

Hongkong Office: 10A, Des Vaux Rd., C.

London Office: 13, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 8TH, 1923.

RESIGNATION OF THE CHINESE CABINET.

Once more, the Peking Cabinet has resigned *en bloc*. Whether we shall have to record in the course of a day or two that, once more, the Cabinet has withdrawn its resignation remains to be seen.

The avowed reason for the resignation of the Cabinet is that the President has refused to sign mandates appointing a few local officials, "thereby interfering with the responsibility of the Cabinet."

It will be remembered that it was over a similar question that the Cabinet resigned a few months ago. The Cabinet nominated men for certain official appointments in Kwangtung. General Wu Pei Fu insisted on the appointment of others. The Cabinet resigned as a protest, and the President proclaimed to the country his

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

GERMANY'S OBLIGATIONS.

CONFLICTING ACCOUNTS OF THE CONVERSATIONS.

LONDON, June 6th.

The importance of the Franco-Belgian Conference at Brussels is emphasised by Brussels despatches, which fill the blanks left by the hitherto official communiqué.

Accounts of the conversations are somewhat conflicting.

The *Times*, in a leader, declares that the two governments agreed that a reply to the new German Note should be drawn up by all the Allies in common, provided Great Britain would join France, Belgium and Italy in insisting on the cessation of passive resistance in the Ruhr area prior to the resumption of general discussions. The *Times* adds that Belgium is somewhat tired of the Ruhr enterprise, and would be glad to get rid of her share. Belgium desires a perfect Anglo-French understanding, on which alone her safety depends, but agrees with France in refusing to even consider a withdrawal unless adequate alternative guarantees are found, and until Germany has resumed indemnity payments.

The French correspondent of the *Daily Telegraph*, however, declares that whilst there was at first a tendency on the Belgian side to urge negotiations with Great Britain without delay, Premier Poincaré has apparently not altered his attitude. Negotiations will be begun with London once the German proposals have been received, if the French and Belgian cabinets have previously concluded that there is an admissible basis for discussion.

It is considered in Paris that if the conference lasts beyond Thursday, it may be considered a good sign. But if it ends to-morrow it will probably mean a failure to agree.

GERMAN PROPOSALS LIKELY TO BE INADEQUATE.

PARIS, June 6th.

It is authoritatively foreshadowed that the new German proposals are likely to be considered inadequate by the French Government. Franco-Belgian pressure in the Ruhr area will be probably increased, with an extension of the control system to further railway lines and factories.

EARLIER CABLES.

CONFERENCE OF FRENCH AND BELGIAN PREMIERS.

BRUSSELS, June 6th.

Premier Poincaré, M. de Lasteyrie, and M. de Troquer have arrived.

The French Ministers were received on the platform by M. Thunis, M. Jaspard and M. Max, and were warmly cheered by the crowd.

The conference began immediately at the Foreign Ministry.

PREVIOUS DECISIONS CONFIRMED.

LATER.

A communiqué issued at the conclusion of the meeting of the French and Belgian Premiers states that the Ministers confirmed the previous decisions, especially the terms of the evacuation of the Ruhr, namely, payment of reparations and cessation of passive resistance, before proposals could be examined.

The communiqué concludes:—The two Governments have drawn up a programme of fresh measures to increase the present pressure to compel Germany to speedily fulfil her obligations.

LATEST CABLES.

RIOTERS KILLED.

CLASH WITH GERMAN POLICE.

BERLIN, June 6th.

In the course of a disturbance 6 rioters were killed and 23 wounded by the police at Leipzig, who had been previously attacked by some roughs who had joined a peaceful procession of Trade Unionists.

SHIPBUILDING INDUSTRY.

SUBSTANTIAL ASSISTANCE RECOMMENDED.

LONDON, June 6th.

Substantial assistance to the shipbuilding industry is likely to result from a recommendation made by the Trade Facilities Act Advisory Committee, stating that the Treasury should guarantee the Royal Mail Company £200,000 on material for three ships to be built at Belfast.

The Ulster Government is guaranteeing a further sum for expenditure on these ships in Ireland.

A COURAGEOUS PRIEST.

PATRIARCH TIKHON'S DEFIANCE OF SOVIET.

RIGA, June 6th.

The Patriarch, Tikhon's spirit is apparently unbroken. It appears from a Soviet announcement that he merely signed a notification stating that his unfrocking was incorrect and "illegal." This notification was written across the document presented by the Soviet Authorities. He signed himself TIKHON, Patriarch of Moscow and All Russia.

U.S. ARMY DIRIGIBLE.

DESTROYED BY FIRE DURING ELECTRICAL STORM.

DAYTON, OHIO, June 6th.

The army dirigible T.C.1, the largest dirigible in the country, was destroyed by fire during an electrical storm while moored to a steel tower. The accident took place after a test flight. Wind blew the bag against another steel tower, causing an electrical contact which set the gas on fire. The crew escaped.

"FLYING FLIVVER" WRECKED.

NEW YORK, June 6th.

Barbot's miniature flying machine has been dubbed the "Flying Flivver."

While flying from New York to Washington the "Flivver," in descending at Charkboro, New Jersey, struck a tree and was partly wrecked. The pilot, Barbot, was not injured.

ANGLO-AFGAN TRADE CONVENTION.

SINGAPORE, June 6th.

An Anglo-Afghan Trade Convention has been signed at Kabul.

MARK DEPRECIATION.

LONDON, June 6th.

Marks have again depreciated to 350,000 to 350,500.

EARLIER CABLES.

LOSS OF THE "TREVESA."

VESSEL'S BOATS STILL MISSING.

PERTH, W.A., June 6th.

The steamer *Trevessa*, which rushed to the rescue of the *Trevesa* in response to the S.O.S., has wirelessed that she crossed the *Trevesa's* position but found no sign of her. The *Trevesa* is now zigzagging in the hope of picking up survivors.

The crew of 37 of the *Trevesa* took to the boats in the Indian Ocean five hundred miles from the nearest land, which was Amsterdam Island. There were heavy seas at the time.

IRISH DEPORTEES.

INDEMNITY BILL READ A THIRD TIME.

LONDON, June 6th.

The House of Lords has unanimously passed the third reading of the Indemnity Bill, coupled with a motion by Lord Grey, accepted by the Government, affirming the "long-established principle of the Constitution that the Executive should not without the previous special authority of Parliament exercise the power to arrest without bringing to trial by the due process of the law."

PETROLEUM COMPANIES' DIVIDENDS.

LONDON, June 6th.

The Shell Transport declares a dividend of half a crown, free of tax, making 22½ per cent. for the year.

The Royal Dutch Petroleum dividend is 1½, making 29½ per cent. for the year.

OPIUM COMMITTEE.

CONGRATULATIONS FROM AMERICAN BISHOP.

GENEVA, June 6th.

The resolution adopted by the League of Nations Opium Committee, previously cited, recommended the convocation of an international conference of the Governments and States manufacturing morphine, heroin, cocaine and other drugs, also the States producing raw opium and coca leaf, also China, to consider the limitation of the production and export to an amount required for medicinal or scientific purposes. The American Bishop Brent, of the American delegation, said the resolution marked the largest progress since the opium traffic became a matter of international responsibility. He congratulated the United States on the happy result of its first official co-operation with the League.

APPROVAL OF SWISS NATIONAL COUNCIL.

BERNE, June 6th.

The Swiss National Council has adopted the Federal Council's report on the third assembly of the League of Nations, also two postulates, one of which expresses satisfaction at the efforts towards disarmament. The other asks that the Opium Convention be ratified with as little delay as possible.

"PORT SAID EAST."

NEW CANAL CITY, MOOTED.

CAIRO, June 6th.

It is reported that the Cabinet is considering a proposal by the Suez Canal Company to plan a new city on the eastern bank of the canal called Port Said East. The Company proposed to advance ten million francs without interest, for this purpose, to be refunded from the sale of lands.

THE DERBY.

DETAILS OF THE RACE.

LONDON, June 6th.

The weather was unsuited to-day. There was a large attendance at Epsom, including the Prince of Wales, who inspected the horses in the paddock. A storm was threatening, and the night was bad.

As the horses went to the post Saltash was fractions, but eventually the barrier ascended and a good start was made. Saltash raced to the front, followed by Pharos, Knockando, Town Guard, Legality and Hurry Off. After the quarter mile Town Guard forced the pace, pursued by Legality, Pharos, Ellangowan, Dorie and Papyrus. The horses then disappeared in a mist, and when the colours could again be distinguished were entering the straight. Papyrus led, followed by Pharos and Dorie. A quarter of a mile from home Pharos was headed by Papyrus, but the latter regained the lead at the distance and won comfortably. Dorie came fourth.

Town Guard was favourite at 5-1, but ran thirteenth.

The time was 2mins. 38secs. Scaliger and Skias did not start. The latter scratched at 4.55 yesterday evening. Otherwise the runners were identical with the probabilities as enked yesterday.

THE DAVIS CUP.

LONDON, June 6th.

Rumania has scratched to Spain in the first round of the Davis Cup lawn tennis contest. Britain thus meets Spain in the second round.

OBITUARY.

DR. JAMES WEBSTER.

LONDON, June 6th.

The death is announced of Dr. James Webster, known as "Chinese Webster," on account of his long missionary experience in Manchuria.

Under the auspices of the Land Nationalisation Federation, a conference representative of the Labour and Co-operative movement was held on April 25th. Mr. P. Brown, M.P., who presided, explained why he had introduced the question of compensation in his bill for the nationalisation of the land. A resolution was adopted demanding that the land should be under the ownership of the community.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

CHINA'S SOVEREIGN RIGHTS.

GENEVA DELEGATE'S ATTITUDE ON OPIUM QUESTION.

LONDON, June 6th.

The official report of the meeting of the Opium Committee, held at Geneva on June 2nd, shows that Mr. Chao Hsin Chu (Chinese delegate) stated that China declined to associate herself with the reservations made by the other Powers to the American proposals.

Mr. Chao Hsin Chu abstained from voting on Sir John Jordan's resolution with regard to the use, production and export of opium.

Subsequently, Mr. Chao Hsin Chu objected to the phrase "submitting proposals for investigation of conditions in China" contained in Sir Malcolm De Levinger's proposal, on the ground that the Chinese question was entirely separate, and that China did not desire to be involved in the proposed conference of Powers with Far Eastern possessions. Mr. Chao Hsin Chu said that China would never legalise the opium traffic. China's sovereign rights should be respected. She objected to criticism and interference, but would do her utmost to suppress totally the production of opium immediately her Government was in a position to do so. Finally, a new text was adopted. "submitting proposals for investigation by the Chinese Government of the conditions in China."

CHINA'S DISORGANISED FINANCES.

REMEDY SUGGESTED IN HOUSE OF COMMONS.

LONDON, June 6th.

In the House of Commons, replying to Dr. W. A. Chapple, Mr. Ronald McNeill said he had not been approached by any British representative in China with a suggestion that the reintroduction of opium into China was necessary to protect China from financial collapse. There had been a recrudescence of poppy-growing in China and the revenues therefrom had been utilised by local military leaders. The Central Government had not used this source of revenue, nor had any proposal that they should do so been brought to the attention of His Majesty's Government.

Dr. Chapple drew attention to the possibility of establishing a tobacco monopoly in China with the object of saving the financial situation and partly to counteract the desire for opium indulgence.

Mr. McNeill pointed out that the Consortium representatives in Peking were doubtless considering the improvement of existing sources of revenue and also suggesting new sources to the Chinese Government if they seem feasible.

CHINA'S UNSTABLE GOVERNMENT.

ANOTHER CABINET RESIGNATION "EN BLOC."

PEKING, June 6th.

The Cabinet held an extraordinary meeting this afternoon, after which it resigned en bloc, at the same time circulating throughout the country stating that it had resigned because President Li Yuan Hung had refused to sign mandates appointing a few local officials, thereby interfering with the responsible Cabinet system.

The opinion is held in many circles that the financial difficulty is one of the main reasons for the resignation.

CABLE RECORD.

DERBY RESULT AT SHANGHAI IN FOUR MINUTES.

SHANGHAI, June 7th.

A test of cable possibilities by the Eastern Telegraph Co. resulted in this receipt of the Derby result at Shanghai four minutes after it was announced at Epsom, this constituting a record for a London Shanghai cable of any description. It confirms the belief that with the constant improvements being made the cable can hold its own with any other trans-mission agency.

[We understand, as stated in yesterday's issue of the *Daily Press*, that the Derby message to Hongkong was transmitted in about two minutes.]

THE LINCHENG CAPTIVES.

BEING MADE "AS COMFORTABLE AS POSSIBLE."

LONDON, June 6th.

In the House of Commons, replying to Lt. Col. Howard Barry, Mr. Ronald McNeill said that according to the latest report from the British Minister at Peking, dated June 3rd, negotiations for the release of the captives at Lincheng were being made, and they were being made as comfortable as possible by the despatch of supplies, and were in daily communication with the military and consular representatives of the foreign Powers, who were watching the situation. He added that the British Minister at Peking, in consultation with the representatives of the other Powers concerned, was considering measures to prevent a recurrence of such outrages.

[BY COURTESY OF "THE DAILY BULLETIN"]

DR. SUN CRITICISED.

ACCUSED OF INFRINGING LOAN AGREEMENT.

PEKING, June 6th.

The British and French Ministers and Japanese *Charge d'Affaires*, on May 17th, presented a formal Note to the Government strongly protesting against the infraction of the Reorganisation Loan Agreement of 1913 by Sun Yat Sen, in appointing Wu Jui Kan to take charge of the Canton district inspectorate of the salt administration, in spite of protests by the British, French and Japanese Consuls in that city.

In their Note, the Ministers state that China will be held responsible for the results of this intervention.

SITUATION IN SZCHUAN.

PEKING, June 6th.

The report that Yang Sen has entered Chengtu is untrue.

Yang Sen, who was defeated when within 20 miles of that city, has fallen back on Tschow.

ROYAL SOCIETY OF ST. GEORGE.

DR. HENSON ON THE ENGLISH.

A special service in connection with the Royal Society of St. George was held on April 26th in St. Paul's Cathedral. There was a very large congregation present, the space under the dome being reserved for members of the society. The Lord Mayor of London attended the service in state, accompanied by the members of the House of Commons, wearing their official robes. The sermon was preached by the Bishop of Durham, Dr. Hensley Henson, who, taking as his text, Revelation xxi, 3, delivered an eloquent discourse on Nationality, from which he said human society draws its most vital and valuable characteristics.

Of all national types the English was, perhaps, the most distinctive. It was the product of a history charged with Christian influence, and in many respects extraordinarily favourable to the development of national character. Whether it be considered in the light of English history or in the actual effect which it had on the affairs of the world, or finally in itself as a variety of human nature, the English type of character was extraordinarily interesting and valuable. It had expressed itself nobly in the greatest of modern literatures, in the most widely accepted of political systems, in the successful administration of an Empire of which the scale and variety were without precedent or parallel, in an even-handed and inexorable dispensation of justice which moved the admiration of all civilised peoples, and finally it had reconciled more successfully than any other the claims of religious authority with the divine rights of conscience and of intellect.

To be born an Englishman was to enter into a great succession, it was to pass under the power of a mighty tradition, to come under the yoke of heavy responsibilities, to have the path of individual virtue lightened by illustrious example, guidance, and achievement. It was to be a democracy more than any other form of Government, more than any other form of individual citizens, and could least dispense with the methods and sanctions of religion. There were elements in English democracy now which saddened and alarmed the considering patriot, and he felt that English society was being swept away by the tide of world demoralisation. But that mood of despondency could not last. The true England laid down its life in the far-flung oceanic world of the war, true England suffered uncomplainingly in private for the public good, waited through the long humiliation of unemployment unembittered and unspooled, worked faithfully in mine and field and factory. That was the true England—simple, laborious and true, loving man, honouring the King, fearing God, seeking peace, and ensuring peace all over the earth till its destiny has been fulfilled.

AUSTRALIAN NAVY'S INDEPENDENCE.

Mr. Bruce, Commonwealth Prime Minister, referring to the Imperial Conference, says that no Empire defence scheme involving the discontinuance of the Australian Navy as an independent unit would have his support. "Australia," he declares, "would not look at it."

WEMBLEY PARK SCENES.

SIR FRANK SWETTENHAM'S EXPERIENCES.

About two months ago, in response to an invitation from the Exhibition management, I applied for tickets to witness the final game in the Football Cup Tie, writes Sir Frank Swettenham in *The Times*. I received tickets, which were for numbered seats in a numbered row of Block FF—and made my way over a very rough cinder road from the new Exhibition Station of the G. C. Railway to the Stadium.

Enormous crowds of people were then—2.45 p.m.—in the grounds and in the outer passages of the Stadium, and I noticed boards with rather confusing directions as to how to find the hidden blocks of seats within. Directions to "standing room" were given everywhere, and later experience showed rather unusual facilities for the occupation of reserved seats by those who had not paid for them, whilst the ticket-holders were shut out or left to find the seats as best they could. I discovered a turnstile which was said to lead to Block FF, and here I gave up one portion of my ticket. Having passed the turnstile, a steep staircase led to a landing and a small door giving access to the upper tiers of the Stadium. The staircase was crowded and the landing blocked by a mass of people, whose further progress was stopped by a civilian and a constable at the doorway. After some time, the jammed mass determined to get in, and pushed through the doorway, thrusting the keepers aside. I was carried in as by a tidal wave, considerable squeezing, but no real damage.

Once inside, and looking down from a great height, the ground was occupied by thousands of people, standing or walking about. No grass was visible, and only the tops of the goalposts; but on the running track, at both ends of the ellipse, there were larger empty spaces, showing that great masses of people had left positions from which they could see nothing and had walked on to the playing ground. In this space upon tiers of uncovered seats rising from the ground to the skyline, there could only be seen faces and headgear, a sloping mass of colour wash in red and yellow, red faces and yellow caps. Having studied this strange picture with much interest, I began to search for my block and my seat. There were indications of other blocks—EE and GG—but I escaped me; perhaps it had gone down in some struggle. The only people to question were the spectators, and after much inquiry and climbing, I was lucky enough to find my seat. It had not been occupied, and there were then many vacant seats in that immediate neighbourhood.

CHEERING THE KING.

Then the King arrived, and surely no monarch has ever before been greeted by such a wild burst of cheering from such a throng. It was so marvellously impressive in its intensity that, stupidly, I withheld his Majesty might be in that spot to hear it. No doubt the roar of sound was even more deafening round the Royal box.

For forty minutes what looked like a comparatively small body of police with about a dozen mounted men struggled rather aimlessly with an elusive crowd of thousands. At last order was restored and the ground was cleared, but in that process great numbers of those pushed off the turf or standing in back rows from which they could see nothing of the game took advantage of the absence of any effective barriers to climb up the tiers of seats and occupy every vacant place within my view. Bolton supporters with rattle and rosettes were my immediate neighbours during the game. What if it were over—but not till then—I was able to get out after much chair-climbing and struggling, and you will understand from my experience that the arrangements for dealing with a crowd of unexampled proportions with Cup-tie propensities were not very thorough. I was never asked for my entrance or seat tickets, and have them still. They do not compensate me for what I lost in various tight places, but the vast assembly and the wonderful reception of the King were worthy anything.

The first time I went to the Exhibition grounds I asked particularly about the means of getting there, as it seemed to me that was a matter of vital importance. I was told it would be a journey of seven or eight minutes from Baker-street or Marylebone to the ground. To-day I chose the Great Central, as it has a new "Exhibition" station. The journey there took thirty minutes; coming back I was pushed into what was probably the second train after the conclusion of the match. I saw four men fight their way into an overfull carriage of the first train. In my compartment of a third-class carriage we were twenty passengers.

Many times on this return journey, when the train was standing still, my fellow travellers opened the door and shouted pleasantly to the engine driver—"Has your coal run out or have you only lost your way?" But the railway arrangements must have been admirable too, for when the Cup Tie enthusiasts found themselves at Marylebone, many hundreds of them crowded to the locomotive and cheered the driver—derisively. Poor man, it was not his fault.

WILD SCENES AT CUP FINAL.

1,000 CASUALTIES.

Amazing scenes were witnessed at the Wembley Stadium when Bolton Wanderers met West Ham in the Cup Final on April 28th.

Unfortunately, the crowds were far greater than was expected, and when the gates were closed thousands of disappointed enthusiasts broke down the barriers and stormed the Stadium, overpowering the officers and police.

After scenes of great disorder and peril, the arena was cleared by a strong detachment of mounted police who were called out, and play became possible.

Nearly 1,000 cases of fainting and injury were tended by the Red Cross Ambulance Brigade; some fifty cases were sent to hospital and about a dozen remained. The King had a magnificent welcome, the loyal greeting being repeated with increased enthusiasm when his Majesty handed the Cup to the winning team—The Bolton Wanderers, who defeated West Ham by two goals to nil.

BAROGRAPHS

(SELF RECORDING BAROMETERS).

By PASTORELLI & RAPKIN,
LONDON.

GIVES WARNING OF APPROACHING
TYPHOONS.

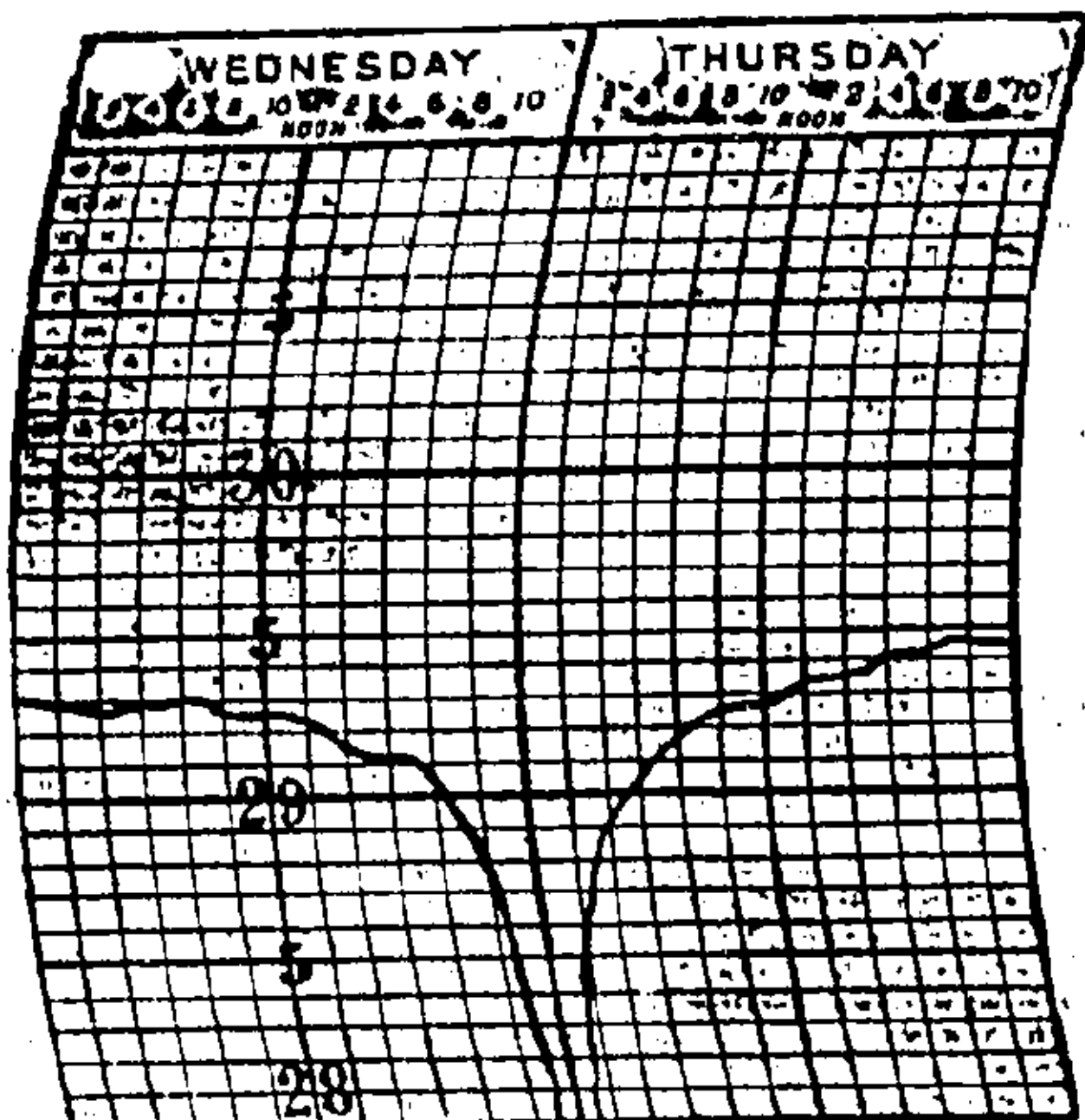


CHART SHEWING TYPHOON RECORDED IN SWATOW
On AUGUST 3rd, 1922.

BY ONE OF OUR BAROGRAPHS.

LANE, CRAWFORD, LTD.

HONGKONG. TEL. 1741.

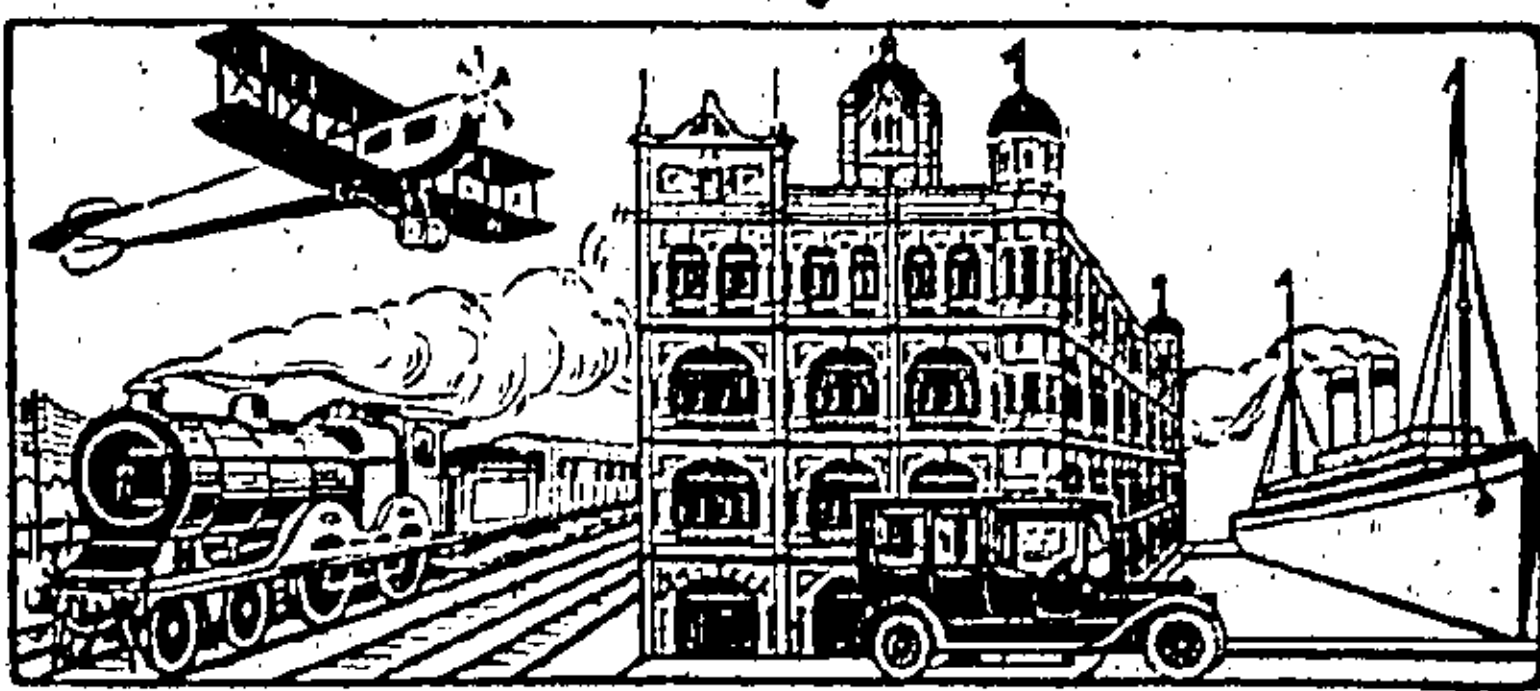
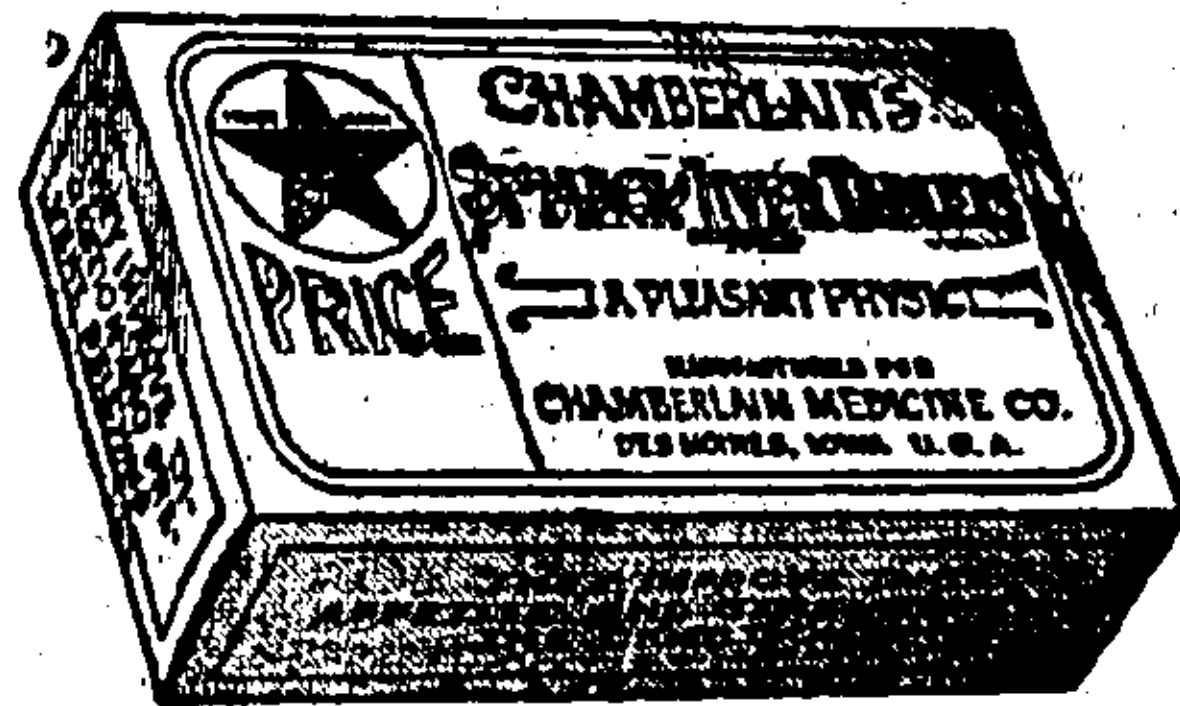
DO NOT WAIT

until your good health is impaired, but take steps to keep it up to the mark. Remember that ailments apparently trifling may very soon develop into serious illness. Do not hesitate to take

BEECHAM'S PILLS

on the first appearance of any distressing symptoms. They will do more to establish and maintain your general health than any other means you can employ. For a

SLUGGISH LIVER, SICK HEADACHE, INDIGESTION, CONSTIPATION, LOSS OF APPETITE, and the depressing nervous conditions that arise from these troubles, there is no more reliable remedy than Beecham's Pills.



FIRST QUALITY

English Varnishes

FOR

HOUSES, SALOONS OF SHIPS, RAILWAY COACHES,
MOTOR CARS, FURNITURE, LOCOMOTIVES, etc., etc.

MANUFACTURED BY THE

Oldest Firm of Varnish-Makers in the World.

FULL STOCKS at our HONGKONG BRANCH.



Wilkinson, Heywood & Clark, Ltd.,
(Incorporated in the United Kingdom)
ALEXANDRA BUILDINGS, HONGKONG.

CONVICT TO MILLIONAIRE.

THE INDIAN WHO GROWLED AND
BARKED LIKE A DOG.

A convict in the Federal prison at Atlanta, Georgia, under a charge of murder, has been released to find himself a millionaire.

The prisoner was Charnier Tidwell, for whom Presidents Roosevelt, Taft and Wilson had each rejected appeals for pardon. It was the death bed confession of a woman that brought about the convict's liberation with exoneration of the crime.

Tidwell is a half-breed Cherokee Indian, who lived in Tallequah, Oklahoma. He was only 17 when a neighbour, whose husband, James Brown, had been shot to death, accused the lad of the murder.

She had been indicated jointly with the Indian but was acquitted on the testimony of her son, who swore that he had seen Tidwell fire the shot.

Tidwell denied all knowledge of the crime and many witnesses substantiated his alibi, which was that on the day of murder he was miles away. The jury, however, believed Mrs. Brown and her son.

Was it to be wondered at that this innocent victim of what the Federal department of Justice calls "one of the most remarkable and perhaps the most tragic case of its kind ever brought to its attention," should at first have been furiously intractable?

The prison warders reported that he "growled and barked like a dog" in his cell whenever they went near him. He was handcuffed and put in solitary confinement on a diet of bread and water.

But fate and the whirligig of time were working in his favor. Two years ago Miss Alice Robertson, then member of Congress for Oklahoma, interested herself in Tidwell's case. Several other women joined her.

They appealed on the man's behalf to President Harding, telling him there appeared to be circumstances connected with the prisoner's conviction which furnished grave elements of doubt.

Attorney General Daugherty was, therefore, requested by the President to examine the records.

At this juncture, by an extraordinary coincidence, the former Mrs. Brown, who had wedded again and once more had been widowed, was stricken with a malady, and realised that she was dying.

In a paroxysm of remorse she confessed to her two daughters that it was not Tidwell, but her lover afterwards her second husband, who killed James Brown.

The daughters informed the authorities and the brother also confessed that he had been coerced by his mother and her lover into perjuring himself.

He was arrested and lodged in goal, and President Harding on the Attorney-General's recommendation, set Charnier Tidwell free.

Meanwhile, during his imprisonment, Tidwell had inherited oil lands of such value that now he finds himself the possessor of a fortune of several million dollars.

AN UNPURGED RACE.

THE DRAWBACK OF MODERN
SOCIETY.

The probability is (says Professor J. Arthur Thomson in the *Sociological Review*) that if ten biologists were asked what troubled them most in their thoughts of modern society, nine would answer—the rarity of selection. In early days man was sifted by famine and pestilence and in his struggle with wild beasts, with the forces of Nature, with other tribes. There is still some differential death-rate in connection with diseases, but, on the whole, man is conquering the microbes; and mere thinning does not spell progress. He has conquered the wild beasts and the forces of Nature. If modern warfare sifts at all, it is probably in the wrong direction. As everyone realises, man has thrown off the yoke of Natural Selection, without substituting for it anything as all adequate, in the way of rational and social selection. The growth of social sentiment or kin-sympathy leads him at every second turn to be kind in the present, at the great risk of being cruel to the future. Thus arises the dilemma of civilisation, never better stated than by Herbert Spencer:—

"The law that each creature shall take the benefits and evils of its own nature has been broken under which life has evolved thus far. And arrangements, which, in a considerable degree, prevent superiority from profiting by the rewards of superiority, or shield inferiority from the evils it entails—any arrangements which tend to make it as well to be inferior as to be superior, are arrangements diametrically opposed to the progress of organisation and the reaching of a higher life."

Consciously or unconsciously, as Professor Karl Pearson puts it, "we have suspended the racial purgation maintained in less developed communities by Natural Selection." And what Dr. Trotter sees so clearly must be kept in mind, that just as the integration and goodwill of the society increase, the more must the unit be sheltered from the sifting of Natural Selection. This is true in animal societies as well as in mankind. It is much more than a mere coddling of the weaker that we have to face; it is a necessity imposed by the very fact of society. Moreover, civilised man must go on saving lives, eliminating our eliminators, and in so doing cannot help himself, even if he would, from saving the weaklings along with the strong. We can neither reverse the development of social sentiment nor cease in any effort of preventive medicine and health promotion. It is a dilemma and the only way out is to develop model of rational and social selection which will sift progressively. There is plenty of hardness in the clash of modern life, but there is little systematic selection.

NEW WAY TO TEACH HYGIENE.

The headmistress of an infants' school in Paris, much to the astonishment of the education authorities, and in face of their discouragement, has adopted a novel method of teaching hygiene. Much attention was devoted in the school syllabus to teaching that cleanliness is the basis of health, but the headmistress was soon convinced that it was useless to attempt to teach hygiene from books alone. During an examination, for instance, in answering the question, "When should we take baths?" a large number of pupils replied, "When we fall ill." She proposed, therefore, to install a bath-room on the school premises for practical demonstrations, but was promptly advised by the authorities not to attempt any such revolutionary change in the curriculum. Lacking official support, she installed two baths at her own expense, and, having obtained the consent of the parents, began a course of practical hygiene by bathing ten of her pupils every morning, assisted by a pupil teacher. After a short while she was able to report to the authorities that her class of 120 was much healthier and brighter than hitherto. Authority became interested so far as to send inspectors to report from time to time, but it still refused to pay for the cost of installing the baths. The headmistress applied for a small allowance for towels, but even this was refused. Eventually, after much correspondence and discussion, the initial cost of the installation was allowed, on the clear understanding that authority could go no further with this revolutionary method of teaching cleanliness. The lessons continue, however; authority supplies like presents, while the headmistress furnishes from her own resources hot water, soap, and towels.—*Daily Telegraph*.

EX-KING'S LOST TREASURES. INTERESTING DISCOVERY IN CETTINJE.

An interesting find has been made in a private house in Cetinje, the former Montenegrin capital, of four boxes of valuables, the property of ex-King Nicholas. Before he fled from San Giovanni di Medua in 1916 these boxes were sent from Cetinje, but did not reach him in time, and so were returned to his palace. From there they mysteriously disappeared one night, and have presumably remained hidden until their recent discovery. The property is valued at some fifteen millions of dinars (about £300,000), and includes a large number of jewelled orders, Russian jewels of great historical value, and gold vessels, the gifts of various Russian rulers and also a number of shares in foreign companies. The whole of this property falls to the Serb-Croat-Slovene State, and the jewels will be placed in one of the national museums.

FRENCH BIRTH RATE.

Statistics published in the *Journal* Office shows that the number of births in France in 1922 was 759,846 and the number of deaths 689,267, being an excess of births over deaths of 70,579.

The excess of births in 1921 was 117,023 and in 1920 159,790, but the figures for last year compare favourably with those of 1913, when the number of births was 790,355 and the number of deaths 731,441, being an excess of births over deaths of only 58,914.

The number of marriages in 1922 was 383,220, against 436,221 in 1921, 623,969 in 1920, and 312,036 in 1913.

WORLD THEATRE

THURSDAY, 7th, to SATURDAY, 9th June.

at 5.15 P.M. and 9.15 P.M.

WILLIAM FOX

PRESENTS

WILLIAM FARNUM

in

"THE CONQUEROR"

A Gripping Drama Picturing The Career of
General Sam Houston.

2.30 & 7.15 p.m.

"THE GREAT REWARD"

Thursday:— Episodes 11 & 12.

Friday and Saturday:— 13 & 14.

USUAL PRICES.

BOOKING AT THE THEATRE.

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE
ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

— DRY DOCKS —

Length 787 Feet.

Length on Blocks 750 Feet.

Dept. on Centre of

SILL (H.W.O.S.T.) 34 ft. 6 ins.

— THREE SLIPWAYS —

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

AGENTS

TEL. ADDRESS: "TAIKOO DOCK," HONGKONG.

TELEPHONE No. 212.

CALL FLAG: "C" OVER AHS. PEN-ANT.

THE ARMY HUMORIST!

A MARGINAL COMMENT IN LATIN.

It was *compte Haldane* (says Lieut.-Colonel A. A. Irvine in the *Army Quarterly*) that the idea originated of granting twopenny a day extra pay to men who succeeded in passing a shooting test; and on one occasion a Tommy, who had hitherto failed to pass, had not close enough to the required score to need only an "outlet" in order to attain to the coveted rank. He fired his last shot, and the fatal shriek was heard of a *ricochet* speeding on its way! "There goes my little twopenny," he remarked "more in sorrow than in anger as he rose from the ground, 'oppin', oppin', oppin' all the way to 'ell!' The corollary to this anecdote is the story of the first-class shot who, having rapidly put on a succession of 'bulls', arose, wiped his knees, blew the smoke out of his rifle, and observed complacently: "Mister 'Aldano—loses!"

During the South African War the mounted infantry at first came in for a certain amount of good-natured chaff, and probably the most sarcastic remark made about one of their number was the answer to a question concerning one "Nobby Clark's" powers as an equestrian. "Can't ride?" was the answer: "why, 'e couldn't ride in a railway carriage with the door shut!"

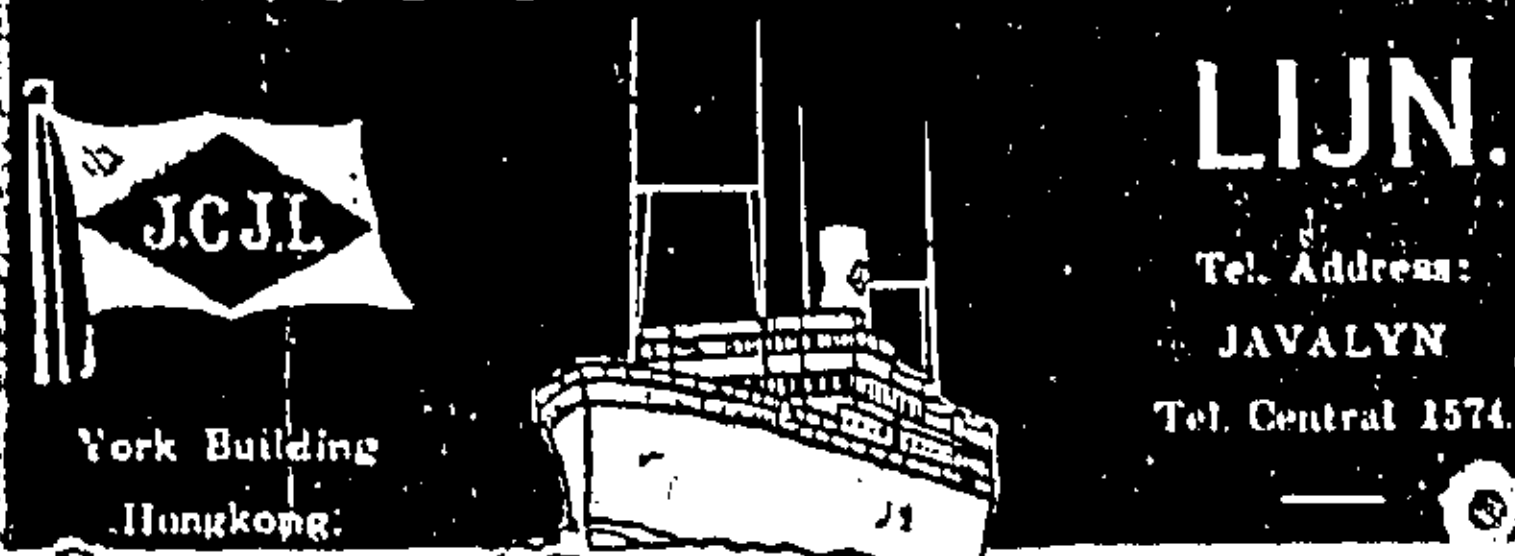
From the same period dates the story of the smart young staff officer, who rode up to a party of dusty warriors weary with "foot logging" many miles over the Veldt with the query: "Are you the West Riding?" "No, me lord," came a cheery voice from the rear. "We ain't! We're the blinkin' Huffs-walkin'!"

India, naturally, has been for many years a fruitful hunting-ground for soldier stories, and it was an officer of every exalted rank who provided the following specimen. To his lot it fell to peruse the scholarly report of a member of the Indian Civil Service, holding, for special reasons, temporary military rank. It was a report written in the best style of the Civil Secretariat, and was somewhat profusely sprinkled with Latin quotations. However, one comment only was indited upon its margin: "I know some Latin, too. *Nihil sanguinem lomin.*"

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
Sole Importers:—
Messrs. J. B. L. & Co., Ltd.,
10, Market Street, HONGKONG.
Sole Importers:—
Messrs. J. B. L. & Co., Ltd.,
10, Market Street, HONGKONG.



JAVA-CHINA-JAPAN



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMSHIP	FROM	DEPARTED OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	JAVA	8th June	10th June	MAKASSAR & SOERABAYA
TJIMANGOK	NORTH CHINA	—	12th June	BATAVIA
TJITAROEM	JAVA	10th June	14th June	SHANGHAI & NORTH CHINA
TJILEBOET	JAVA	16th June	18th June	SHANGHAI & JAPAN
TJIKEMBANG	—	—	26th June	BATAVIA

Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through-rates to all ports in Netherlands India and Australia. For particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.



VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conference)

Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMERICAN, ROTTERDAM, HAMBURG AND BREMEN
Sailings, subject to alterations.

Arrivals from Europe. 3rd July.

Sailings to Europe.

Steamers	For	Sailing on or about
"OLDEKERK"	Amsterdam, Rotterdam, Hamburg & Bremen	15th June.
"OLDEKERK"	Amsterdam, Rotterdam, Hamburg & Bremen	15th July.

For full particulars please apply to

JAVA-CHINA-JAPAN LIJN.

General Agents.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "MALAYA"

will be loading for MARSEILLES, DUNKIRK, ROTTERDAM,
AMSTERDAM, HAMBURG, COPENHAGEN and other
SCANDINAVIAN PORTS.

About 25th June, 1923.

Further Sailings	Expected on or about	Will leave homewardbound on or about
M/S. "Panama"	10th July	16th July
M/S. "Bolivia"	25th July	31st August
M/S. "Australia"	25th July	30th September
M/S. "Java"	25th August	16th October
M/S. "Afrika"	10th September	18th November
M/S. "Chile"	10th October	—

Subject to change without notice.

For further particulars please apply to—

JOHN MANNERS & CO., LTD.

Agents.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

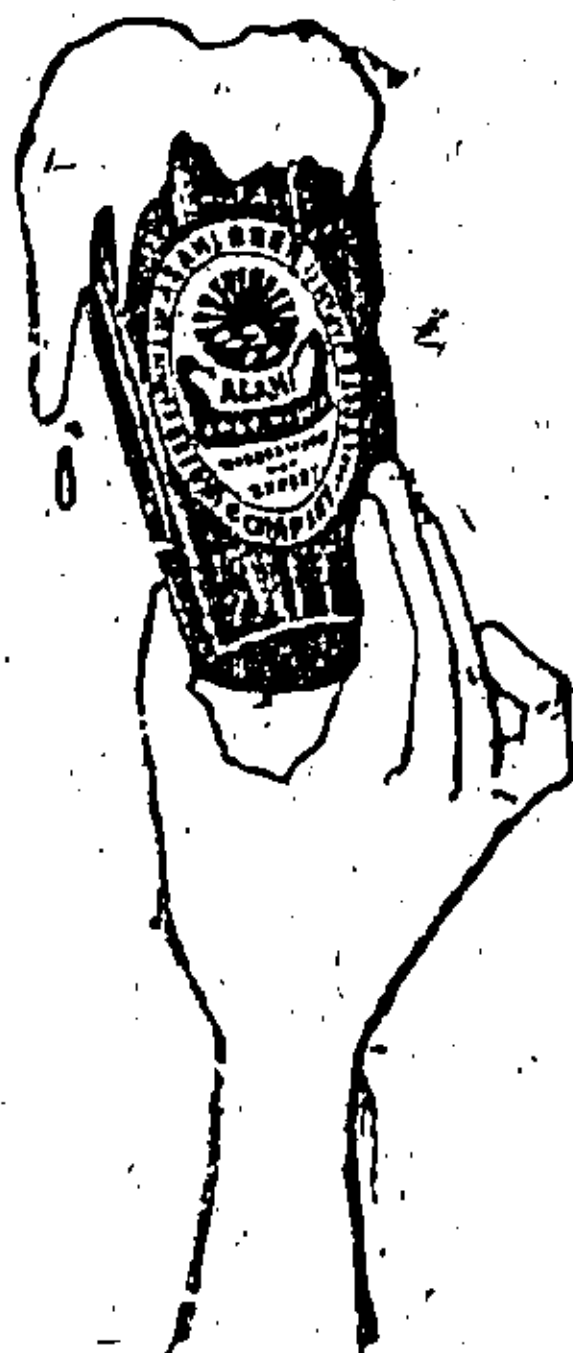
LIMITED.

TOKYO, JAPAN.

SOLE AGENTS

MITSUMI BUSSAN KAISHA, LTD.

HONGKONG.



MUMMIFICATION.

ANCIENT CUSTOM NOT CONFINED TO EGYPT.

Ancient Egyptian civilization, or rather many of the customs peculiar to it, were carried to Australia in prehistoric times, states the *Sydney Sun*. "Heliolithic" culture is the name given to a combination of practices which include sun worship, mummification, belief that stones can be the abode of human spirits, the erection of stone pyramids and pillars, circumcision or incision-tattooing, and mummification. Wherever one of these customs exists the others are also found more or less developed. There is a mass of evidence to prove that this heliolithic culture was carried from Egypt, via Persia, India, the Torres Straits, and South Sea Islands, to the Pacific littoral of South and Central America. Had the wanderers devoted a little to the south of their route, Captain Cook would probably have discovered in Australia a civilization similar to that of Mexico and Peru. As it was, the people on the mainland were influenced at second-hand by their contact with the dwellers on the Straits Islands.

When Dr. G. Elliot Smith, the famous Egyptologist, was here in 1914 he examined the Dampier Island mummy in the Macleay Museum at Sydney University. The peculiar procedures followed by the embalmers were identical with those it had taken the highly civilized Egyptians 17 centuries of practice and experimentation to acquire. Chief among these were the method of incision for eviscerating the body, and manner of stitching up afterwards, throwing the viscera into the sea, and the difficult way of removing the brain. As in the case of later Egyptian mummies, the body was painted with a mixture containing red ochre, the scalp painted black and artificial eyes inserted. The peculiar funeral customs and the beliefs associated with them, the special treatment of the head, the use of masks, and the making of stone idols, are only a few of the strong links in the chain of evidence proving the origin of these peculiar customs.

MUMMIFIED HEADS.

An interesting collection of these heads can be seen at the Sydney Museum. In the same room comparison can be made between the Egyptian mummies and the Australian. The latter is not very great. The Samoan sword clubs are like gladiators' swords in shape, and the basketwork Hawaiian helmets appear to have been modelled on the Grecian helmet. Such similarities point to imitation not invention.

Mummification was introduced by the Egyptians into the Sudan, and from there it spread to the East Coast of Africa. Heliolithic culture would seem to have spread across the globe from this point for evidence in the Indian and Pacific Oceans shows strong Ethiopian influence.

Navigation had become a science about 300 B.C. The ships also were larger than any that have been known up to comparatively recent times. That of Ptolemy Philopater, for example, was 420 feet long 57 feet wide, with 40 banks of oars. On one occasion it carried 2,000 soldiers and 400 slaves to row the sweeps. The boats of Columbus were mere cockleshells in comparison. In the dim and distant ages these huge three-masted vessels undertook voyages that lasted months, and there is little doubt they sailed the Pacific Ocean. Coastal tribes in Papua have legends of visits from such craft, and the intricate designs of interlaced scales employed by the Marshall Islanders are quite beyond the inventive powers of such a primitive people.

The most daring of maritime races in the old world at this period were the Phoenicians. Their enterprise embraced the Mediterranean, the Atlantic, the Red Sea, and far away through the straits of Bab-el-Mandeb. Madagascar was colonized from Bab-el-Mandeb, though with rather large numbers of colonists from Malaya. In this island bodies were preserved with gum benzoin or other powdered gums. The viscera were thrown into the lake and after the corpses had been dried in the air they were buried in stone tombs.

ANCIENT SPECIMENS.

At one time in India and Burma the mummification of men of importance was general. Other cults afterwards sprang up in these countries and destroyed the evidence. In many parts of Burma however, it is still usual to mummify the dead prior to cremation.

Mention has been made of the system of embalming in the Torres Straits, and it seems to have been from here, the Australian aborigines acquired the art. In Australia only the very great were put through the process. The body was bent, probably in an attempt to reconcile mummification with practices existing at the time of its adoption. The boomerang and circumcision probably came from Egypt through East Africa at the same time. Burial on raised stages also seems to have been derived from Egyptian rites.

In almost all the islands of the Pacific mummification in some form was practised. In some cases Tahiti and Samoa for example, the method follows closely that of Egypt. In the Solomon and New Hebrides, on the other hand, attention was confined to the head.

Other instances of the wide spread of heliolithic culture in Polynesia are plentiful. Many customs of the islanders can easily be traced to their Egyptian origin, and proof of such origin is furnished by the fact that all these customs existed among the civilised inhabitants of South America.

Remains of stone structures pyramidal in form, and terraced buildings exist in many islands. Pitcairn Island and Easter Island are 1,300 miles apart yet the carved stone pillars on each are similar. The inhabitants of Yiti Leve trace their descent from cultured heroes. Legend tells how these men came from over the ocean and taught the cult associated with the immense stone pillars. The stone images and platforms in the Austral group, the Marquesas, and Pitcairn Island bear a strong resemblance to monuments in Peru.

ANCIENT CIVILIZATIONS.

There is no doubt that in the twilight of history the ancient civilizations of the Old World had established contact with the lands of the Pacific. From the evidences of heliolithic culture it is deduced that some of the carriers remained in the islands, while others reached Tahiti and Samoa. The advantage of a continent to develop in resulted in the civilization of Mexico and Peru. The voyagers who remained in the islands degenerated through lack of opportunity, and even forgot many of the useful arts they had brought with them.

(Continued on next column.)

BRIGHTER PRISONS.

LONGER SENTENCES AS CONSEQUENCE.

The important changes announced by the Home Office for gradually brightening prison life—changes such as replacing the broad arrow uniform by tweed suits, substituting physical drill for pointless exercises in the yard, and allowing photographs on the walls of cells and flowers on the table—were reviewed in an interview with a Press representative recently by Sir Wemyss Grant-Wilson, honorary director of the Prison Association.

"If Sir Wemyss said, 'These changes are to be made, the public, I think, should harden their hearts to the need of sentences of sufficient length to be really reformative. In other words, do not make prison a short, comfortable stay, but a long reformatory one. For, to my mind, reformation cannot possibly be tackled successfully in a short time. The moment, however, you have a long reformatory sentence, naturally you want those uplifting and humanising improvements which the Home Office says it is intended to make by degrees, because then you are out to reform character."

"If the alternative to prison as a deterrent for crime is to have long, reformatory sentences, the question arises whether something short of the proposed changes cannot also be introduced. Why not, for example, make probation for young offenders more efficient by insisting on magistrates using this power, by employing a sufficient number of properly trained officers to do probation work, and by restoring what has been entirely lost sight of, the old English rule of restitution? If it was made the rule for a boy placed on probation for an offence of dishonesty not merely to be lectured, but also to be told that he must take so much a week to the nearest police station to be returned to the person whom he has injured, he would certainly not enjoy the fruits of his thoughtlessness. But really the kindest thing for a youngster convicted for the second time of dishonesty is to let him have a short, sharp, and very unpleasant period of detention—a period in which there would be definitely time to fighten, rather than sufficient time to reform."

Speaking of the effects of the gradual disappearance of some of the deterrent elements in prison life, Sir Wemyss said that men had said to him they would far rather go back to a convict prison than to the workhouse. The older men especially prefer the seclusion of the prison cell to being tumbled together in a crowd in a workhouse ward. "Prisons," Sir Wemyss added, "are becoming more and more homes of rest for a certain class of persons, and if they are going to be permanent homes, they need not be very expensive places—for men will not want to run away from them—and sentences might reasonably be longer."

As the result of successful experiments in Sheffield a new stainless silver will shortly be placed on the market.

The Polynesians are believed to have originally had the art of writing. Various causes may have contributed to the loss of this important art. Insular degeneration, death of the few possessors of the art, or their absence altogether from small groups may be some of the reasons. The tattoo signs of the Maoris were of a hieroglyphic nature, and chiefs used some of them as signatures when signing treaties with the English. Letters in New Caledonian inscriptions are recognised as being derived from Phoenician, Aramaic, or Hellenic script. Perhaps they are connected with the Phoenician visits, which must have been numerous and spread over a considerable period. The book-novel Semitic languages, whose photographs were recently reproduced in *The Sun*, had an ancestry comprising many of these Phoenician and Semitic sailors.

Three thousand years ago a measure of civilisation came to Australia and the South Seas. The people, left in isolation, allowed it to decay. They became degenerate, but degenerate, and superstitious, go had in hand. Now, after the lapse of thirty centuries, we must read the picture of the Pacific in the debased survivals of a pagan creed.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION	
MANILA — — — — —	"LOONGSANG"	Friday, 8th June, 3 p.m.
BONGAY — — — — —	"WAISING"	Saturday, 9th June, Noon.
SHANGHAI via SWATOW — — — — —	"LOKSANG"	Sunday, 10th June, 10 a.m.
TIENHSIN — — — — —	"CHEONGSHING"	Monday, 11th June, Noon.
TSINGTAU via SWATOW — — — — —	"KWONGSANG"	Tuesday, 12th June, Noon.
SHANGHAI — — — — —	"KWAISANG"	Tuesday, 12th June, Noon.
BANGKOK via SWATOW — — — — —	"MAUSANG"	Tuesday, 12th June, 2 p.m.
SANDAKAN — — — — —	"LEESANG"	Thursday, 14th June, 8 a.m.
HAIPHONG via HOIHOW — — — — —	"FOOSHING"	Friday, 15th June, Noon.
SHANGHAI via SWATOW — — — — —	"KUSANG"	Saturday, 16th June, Noon.
KOBE via SHANGHAI — — — — —	"LAISANG"	Saturday, 16th June, 3 p.m.
STRAITS & CALCUTTA — — — — —	"NANSANG"	Saturday, 23rd June, Noon.
KOBE via SHANGHAI & MOJI — — — — —	"FOOKSANG"	Saturday, 23rd June, 3 p.m.
STRAITS & CALCUTTA — — — — —		

CALCUTTA LINE — This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE — Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE — A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE — Sailings approximately weekly for passengers and cargo, calling at Haiphong when Indochina steamer.

BORNEO LINE — Fortnightly sailings to and from Sandakan by two 15,000 ton steamers, "BIRSANG" and "MAUSANG", both steamers having excellent passenger accommodation. Cargo taken at through bills of lading for Kuching, Jesselton, Labuan, Tawau and Lahad Data.

TIENHSIN LINE — A regular service is run from March to November between Hongkong and Tientsin, calling at Weibo, and Chiao.

BANGKOK LINE — A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers, four with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about

Monday, 18th June, at 3 p.m., for SINGAPORE, PENANG

& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co. Ltd.

GENERAL MANAGER.

Telephone Central No. 215

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	11th June.	"GLENAPP"	1st July.	
"CARNARVONSHIRE"	30th June.			
"GLENEE"	16th July.			
"GLENESANDA"	30th July.			

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co. Ltd.**The Glen Line, Ltd., AGENTS.**

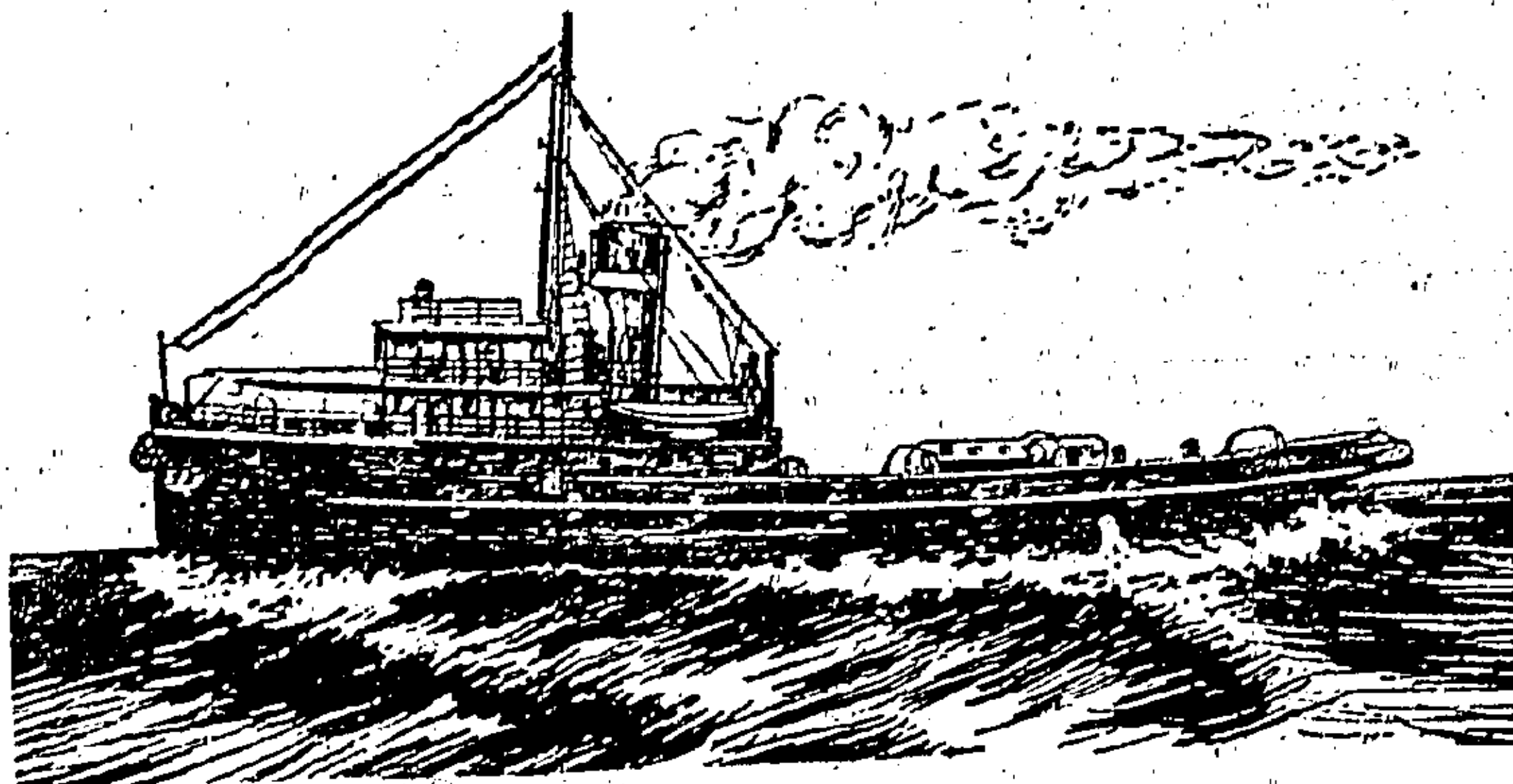
Telephone Central No. 215 sub-ex. 22 and Central 2296

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

CODES: 11, A.B.C. Fifth Edition; Engineering: First and Second Edition;
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165 ft. Breadth 34 ft. Depth 17 ft. I.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"CITY OF MANCHESTER" 11th June ... Shanghai Kobe & Yokohama.

HOMEWARDS.

"CITY OF TOKIO" 9th June ... Marseilles, London & Hamburg.
"CITY OF MANCHESTER" 17th July ... do.

PASSAGE RATES TO LONDON.

"A" Class Steamers	...	1st Class 192-2nd Class 182
"B" Class Steamers	...	1st Class 184-2nd Class 156
"C" Class Steamers	...	1st Class 156

N.B.—"C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers but do not carry Deck or Stow-away.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.
(Tel. Central 780)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF PITTSBURGH"	...	via Suez Canal	...	15th June.
"OANFA"	...	via Suez Canal	...	18th June.
"KEENUN"	...	via Suez Canal	...	25th June.
"DIOMED"	...	via Suez Canal	...	5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M.

MESSAGERIES MARITIMES

M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Port of Arrival and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
CORDILLERE	...	...	11th June
ANGERS	...	...	25th June
CHILLI	...	...	9th July
PORTHOUS	4th May	6th June	23rd July
ANGKOR	18th May	19th June	31st July
CHAMBERD	1st June	3rd July	8th Aug.
	15th June	15th July	26th Aug.

RATES OF PASSAGE—MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A Class 1st Class	2 25. 0s. 0d.	B Class 1st Class	2 88. 0s. 0d.
2nd	2 68. 0s. 0d.	2nd	2 61. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"C. MAGES" loading for HAVRE, ANTWERP & DUNKIRK, about 2nd half June.
 "L. DE MISSIESSY" loading for HAVRE, ANTWERP & DUNKIRK, about mid. July.

MESSAGERIES MARITIMES CO.

Telephone: Central 740. 3, QUEEN'S BUILDING.
2) CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Pass in staterooms. Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAIHONG	...	Capt. W. C. Passmore	Friday, 8th June, at 1 a.m.
HAIPOONG	...	Capt. Ellis Walker	Tuesday, 13th June, at 11 Noon.
HAIHONG	...	Capt. J. S. Thomson	Friday, 16th June, at 1 p.m.

* Calling at Amoy for Passengers only.

Arrival and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR:—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO

No. 14, PEDDER ST., HONGKONG

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

AFRICA, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Ship	Tonnage	From Hongkong (about)	Destination
"SARDINIA"	6,530	13th June, 11 a.m.	Marseilles, London & Antwerp.
"JEPPORE"	5,318	16th June	Spore, Penang, Colombo & Bombay.
"DELTA"	6,097	17th June	Bombay, Mars., L'don. & Antwerp.
"SICILIA"	6,813	25th June	Spore, Penang, Colombo & Bombay.
"MAIWA"	10,341	11th July	Bombay, Mars., L'don. & Antwerp.
"KIDDERMORE"	5,334	15th July	Singapore, Colombo & Bombay.
"DEYANHA"	6,094	25th July	Marseilles, London & Antwerp.
"SUTVAN"	6,686	30th July	Spore, Penang, Colombo & Bombay.
"KEIVA"	9,017	8th Aug.	Bombay, Mars., L'don. & Antwerp.
"KARHIMIR"	9,241	22nd Aug.	Marseilles, London & Antwerp.
"SICILIA"	6,813	28th Aug.	Spore, Penang, Colombo & Bombay.
"MACEDONIA"	10,612	7th Sept.	Bombay, Mars., L'don. & Antwerp.
"DONICOLA"	9,046	21st Sept.	Marseilles, London & Antwerp.
"MANTUA"	10,902	5th Oct.	Bombay, Mars., L'don. & Antwerp.
"KARMALA"	9,088	19th Oct.	Marseilles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS

"JANUS"	4,894	14th June	Calcutta via Singapore & Penang
"JAPAN"	6,052	24th June	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	7th July	(Manila, Thursday, Island, Townsville, Brisbane, Sydney & Melbourne)
-----------	-------	----------	--

Frequent connections from Australia with the following:—
 The Union S.S. Co.'s Steamers to United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Royal Mail Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for East-ward to London via Japan.

SAILING TO SHANGHAI & JAPAN

"ARAFURA"	6,000	12th June	Japan direct.
"MALWA"	10,941	15th June	Shanghai only.
"SICILIA"	6,813	16th June	Shanghai only.
"TANDA"	7,000	19th June	Japan via Amoy.

All rates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 * Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the ship on carrying steamer.
 First-class Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
 All cabins are fitted with Electric Fans free of charge.
 Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
 For further information, Passage Fares, Freight Handbooks, etc., apply to—

PACKINSON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and NEW YORK

SS. "ROMAN PRINCE"	...	on or about 13th June.
SS. "GAELIC PRINCE"	...	on or about 23rd June.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)
51, George's Building [21]**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct

service via Singapore, Colombo, Suez and Port Said.

"AMUR MARU" ... Wednesday, 13th June

RIO DE JANEIRO, SANTOS, & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

"SEATTLE MARU" ... Tuesday, 10th July

BOMBAY—fortnightly service via Singapore and Colombo.

"ANDER MARU" ... Thursday, 21st June

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service

CALCUTTA—Monthly Service via Singapore and Rangoon.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and

Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger

Service.

"ALABAMA MARU" ... Thursday, 14th June

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—

Panama and Cuban Ports.

"HAMBURG MARU" ... Saturday, 7th July

JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama

"ARGUN MARU" ... Sunday, 1st July

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommoda-

tion for 1st and 2nd class saloon passenger.

"KAIJO MARU" ... Every Sunday, Noon.

"AMAKUBA MARU" ...

TAKAO via SWATOW & AMOY.

For sailing dates and further particulars please apply to: K. SEHMA, Manager.

Tel. Central No. 4080.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SWATOW, AMOY & SHANGHAI	"CHUSAN"	On 8th June, Noon.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 8th June, 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 10th June, Noon.
CHEFOO & NEWCHANG	"CHIHIL"	On 10th June, D.L.
SWATOW, SHANGHAI & PUKOW	"LUCHOW"	On 10th June, Noon.
AMOY & SHANGHAI	"SOOCHOW"	On 12th June, D.L.
SWATOW & BANGKOK	"KIANGSU"	On 12th June, Noon.
MANILA	"CHAY"	On 12th June, 4 p.m.
PAKHOI & HAIPHONG	"CHINHUA"	On 13th June, 11 a.m.
SWATOW & SHANGHAI	"SUIYANG"	On 14th June, Noon.
SWATOW, AMOY & SHANGHAI	"KIUNGCHOW"	On 14th June, 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—
Telephone Central 33BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
Agents

CANTON & HANGKOW CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.)

AUSTRALIAN ORIENTAL LINE

(HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS)

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.) Agents.
Telephone Central No. 33.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

S.S. "JACOB"	...	Due Hongkong 15th June
	...	Leave Hongkong 17th June

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S.B. "West Sequana"	...	Due Hongkong 28th June
	...	Leave Hongkong 29th June

TO MANILA AND SINGAPORE.

U.S.S.B. "West Ivan"	...	Due Hongkong 15th June
	...	Leave Hongkong 13th June

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for
JAPAN-CHINA-PHILIPPINES,
INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building,
Phone Central No. 3006.

U. P. BRADFORD, Res. Agent.

DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

S.S. "WHAY CASTLE"	...	sailing on or about 8th July.
--------------------	-----	-------------------------------

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
 FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

FOR BRINDISI, VENICE & TRIESTE

S.S. "FIUME-L"	...	sailing on or about 4th July.
S.S. "DUCHESSA D'AOSTA"	...	sailing beginning of August.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "DUCHESSA D'AOSTA"	...	sailing on or about 5th July.
-------------------------	-----	-------------------------------

Passengers Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Agents.

